THE EVENING TELEGRAPH.

VOL. XV.—NO. 132. PHILADELPHIA, MONDAY, JUNE 5, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE TRINITY CHURCH PROPERTY.

One of the Anneke Jans Heirs Bought Off for $1,000,000—A Grocer of Indianapolis the Lucky Person.

From the Indianapolis (Ind.) Journal, June 2.

Indianapolis is steadily keeping pace with her sister cities in the matter of first-class sensations. The last we have to chronicle is one in reference to a settlement of some New York property, by which Mr. H. W. Caldwell, a well-known grocer of this city, becomes possessed of a cool million. The following is a brief history of the case:—For the past thirty or forty years the relatives of Mr. Caldwell have been identified with the movement of the Anneke Jans heirs to obtain possession of the Trinity Church property. They based their expectations upon the fact that one or two Annekes are in the family, and some deeds, leases, and other papers that have been handed down through the family. Finally they all became disgusted and gave up the claim, refusing to have anything further to do with the matter. These papers came into the possession of Mr. Caldwell, and when he received a letter from an uncle in the South saying that a representative of the Anneke Jans heirs had called upon him for information which he was supposed to possess in reference to the claim he turned his whole attention to the matter of looking up the record. He finally became convinced that the papers he held were of the greatest value to Trinity Church corporation, and accordingly, about five years since, he made a proposition to the trustees to sell them for $100,000, which was refused. Mr. Caldwell then made another examination, and discovered that the papers he held referred to eight acres of land immediately adjoining the Trinity Church property, fronting on Fulton street and Broadway. Further examination showed that in the year 1773 John Cosine, his great grandfather, leased the property for ninety-nine years, previous to removing to Pennsylvania. In leases of this kind, seldom anything is heard of the property again by the heirs of the original owner, but in this instance Mr. Caldwell clearly and fully established the record to the property, the lease on which expired in 1863. He made another proposition, this time to the persons occupying the eight acres, offering to sell his individual interest and the papers in his possession for one million dollars. After examining Mr. Caldwell's papers and the records, the gentlemen, through their agent, agreed to the terms, and on last Friday Mr. Caldwell left for New York to close up the transfer. Yesterday he returned home, having in his possession the authority of the occupants to draw on them for $1,000,000. Mr. Caldwell says that after arranging his business matters in this city he will spend the rest of his days in Kentucky, which is the native State of himself and wife. He takes his good fortune very considerately, but says he is on the hunt for more. While in New York he learned of 300 acres in Harlem that was in the possession of John Cosine at the time of the lease of the eight acres referred to above, and he is satisfied that he can work out full and satisfactory claim to a possession of that property. If he does and he speaks as though he believes it, Cornelius Vanderbilt will have to pay the balance of the purchase money on his famous Harlem freight depot site.

ROCHEFORT.

How the Captive was Received at Versailles.

Versailles (May 21) Correspondence London Times.

Never have I witnessed a scene of greater excitement than the entry of Rochefort into Versailles as a prisoner to-day. He was brought in by the St. Germain road, and was seated in a family omnibus drawn by four horses. First came a squadron of *gendarmes*, then the omnibus, surrounded by Chasseurs d'Afrique, and lastly a squadron of the same corps. In the vehicle with Rochefort were his secretary, Mouriot, and four police agents dressed in plain clothes. Outside the omnibus were an officer of the *gendarmerie* in uniform and two or three *sergents de ville* not in uniform. Rochefort's moustache had disappeared. He had himself shaved closely before setting out from Paris in order to disguise himself, but there was no mistaking him. It was 1½ o'clock in the afternoon when the *cortege*, arriving at the end of the Boulevard du Roi, entered the Rue des Reservoirs. Every one ran into the street, and shouts of execration were raised on all sides. It was no mere demonstration of a mob. The citizens of all classes joined in it. One man ventured to cry "Vive Rochefort!" He was kicked by several persons who happened to be near him, and was saved from further violence only by arrest at the hands of the *sergents de ville*. Along the Rue des Reservoirs, the Rue de la Pompe, the Place Hoche, the Rue de Hoche, and the Avenue St. Cloud, Rochefort was greeted with incessant shouts of "*A bas l'assassin; a pied le brigand; a mort!*" The people wanted to have him out of the omnibus, and it was with difficulty the cavalry prevented them from dragging him out and inflicting summary execution. The cavalcade was obliged to go at a slow pace, but finally he was safely lodged in jail. I believe that but for the precautions taken by the Government he would have been killed before he got near it. The demand to have an example made of him, and the dissatisfaction at seeing him brought to prison in a carriage, were loud and general.

WHO IS SHE?

A Philadelphia Lady Goes on the Stage, and afterwards Marries a Son of Lord Palmerston.

From the New Orleans Times, May 25.

About fifteen years ago a very fine-looking young woman appeared on the stage of the Varieties, then the Galeties, of this city, under the management of Dion Boucicault. She was of an excellent family in Philadelphia, had suffered great reverses of fortune; and being possessed of talents, beauty, and a great love of the drama, naturally sought to signalize herself, and exploit her talents and charms by a theatrical engagement. This she procured in this city from Mr. Boucicault, who, knowing the high appreciation of natural beauty by the stockholders of the Galeties, justly calculated that she would prove a great hit. In this he was not disappointed.

The *debutante* at the Galeties soon became a great card, and the front seats of the parquet were always secured when she appeared by some of our solid men, who were regarded as *connoisseurs* in the special line of attractiveness in which she was so highly endowed. The season passed, however, and the lady disappeared from this scene. She had passed from the recollection of her old admirers, and, we presumed with others, had at last attained what was uncharitably expected to be the goal of her ambition and graceful bearing, and settled down as the beautiful wife of some wealthy gentleman who was capable of appreciating so much beauty and elegance.

But the latest fashionable intelligence from the Old World has shown that this was an erroneous conclusion. The *Court Journal*, of London, announces the recent marriage of the elegant Miss Jessie McLean to Lord Cowper, son of the late Lord Palmerston, the possessor of the handsome income of £140,000. The "boo'ful" walking lady of the Galeties has now become the stately and elegant Lady Cowper. She will adorn the brilliant circle which she has entered, and will, we doubt not, worthily fill the place once occupied with so much *eclat* by the accomplished wife of England's famous premier.

—The "city fathers," of Brunswick, Ga., are going into the business of issuing city change bills of from $1 to $5 denominations.

SECOND EDITION

GREAT EARTHQUAKE IN CHINA.

Nearly 3000 Persons Killed.

Fires Springing from the Earth.

Frightful Distress and Terror.

The Condition of France

The Bourbon Restoration.

Advices from the Pacific

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Terrible Destruction by an Earthquake in China—Nearly Three Thousand Priests, Soldiers, and People Killed.

WASHINGTON, June 5.—Our Minister in China, Governor Lowe, has forwarded to the Secretary of State the following translation of a report of an earthquake in Bathang, in Szchuen, made by the Chinese Governor-General of the province in which it occurred:—

"I have ascertained that Bathang lies on a very elevated spot, beyond the borders of the province, about 260 miles west from Li-taug, and more than thirty post stations from the district town of Ta-tsien, on the high road to Tibbet.

"About 11 o'clock A. M. on the 11th of April, 1870, the earth trembled so violently that the Government offices, temples, granaries, stone and store-houses and fortifications, with all the common dwellings and the Temple of Ting-Lin, were at once overthrown and ruined. The only exception was the hall in this Temple grounds called Ta-Chao, which stood unharmed in its isolation.

"A few of the troops and people escaped, but most of the inmates were crushed and killed under the falling timber and stone. Flames also suddenly burst out in four places, which strong winds drove about until the heavens were darkened with smoke, and their roaring was mingled with the lamentations of the distressed people. On the 13th the flames were beaten down, but the rumbling noises were still heard under ground like distant thunder, and the earth rocked and rolled like a ship in a storm, at the mercy of the waves. The multiplied miseries of the afflicted inhabitants were increased by a thousand fears, but in about ten days matters began to grow quiet and the motion to cease.

"The grain collector at Bathang says that for several days before the earthquake the water had overflowed the dyke, but after it the earth cracked in many places, and black, fetid water spurted out in a furious manner. If one poked it the spurting instantly followed (just as is the case with the salt wells and fire wells in the eastern part of the province); and this explains how it happened that fire followed the earthquake in Bathang.

"As nearly as is ascertained, there were destroyed two large temples, the offices of the Collector of Grain Tax, the local magistrate, and the colonel, the Ting-Lin temple and nearly 700 fathoms of wall around it, and 351 rooms in all inside; six smaller temples numbering 221 rooms, besides 1849 rooms and houses of the common people. The number of people, soldiers and llamas killed by the crash was 2293, among whom were the local magistrate and his second in office.

"The earthquake extended from Bathang eastward to Pang-chah-muh, westward to Nan-tun, on the south to Lin-tsah-shih, and on the north to the salt wells of A-tuntsz, a circuit of over 400 miles. It occurred simultaneously over the whole of this region. In some places steep hills split and sunk into deep pits; in others, hills on level spots became precipitous cliffs, and the roads and highways were rendered impassable by obstructions.

"The people were scattered and beggared like autumn leaves, and this calamity to the people of Bathang and vicinity was really one of the most distressing and destructive that has happened. The Governor-General twice memorialized the Emperor respecting it, who granted aid to relieve the misery, reopen the roads between the post-houses, and rebuild or repair the offices and dwellings as they were needed. Many are now resuming their occupations, and the roads are everywhere passable."

Government Weather Report.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, June 5—10·30 A. M.—Synopsis for the past twenty-four hours:—The barometer and thermometer remain sensibly stationary at the Pacific and Rocky Mountain stations. The pressure has very generally fallen east of the Mississippi, with a slight rise in the Eastern States, where, as well as on the lakes, the temperature has fallen decidedly. The storm of Saturday on the Gulf, after passing over Louisiana and Texas, and sending a branch into South Carolina, has now apparently broken out; as much as five inches of rain reported fallen at one station. The local storms in the Ohio valley, after passing eastward over the middle Atlantic coast, have disappeared, and clear weather is now reported from North Carolina to Illinois and northward.

Probabilities.—Cool northerly winds are probable for the rest of the day for Ontario eastward, and pleasant weather, with light winds, from the Ohio Valley north and west. Partially cloudy weather, with increasing temperature, is probable for the Gulf States.

FROM THE SOUTH.

[BY ASSOCIATED PRESS.]

Exclusively to the Evening Telegraph.

Visiting Firemen.

NORFOLK, Va., June 5.—The United Fire Company of this city, numbering about eighty men, under the command of Captain Samuel Kimberly, departs on the evening boat for Baltimore. They will leave Baltimore on Wednesday morning on the 7·25 train for Wilmington, Del., and will probably extend their visiting tour to Philadelphia. The company will be accompanied by a brass band of sixteen pieces, from the United States receiving ship New Hampshire.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Inauguration of the Morse Statue.

NEW YORK, June 5.—Five thousand special invitations have been issued by Tillotson & Co. for a complimentary excursion to telegraphers on the day of inauguration of the Morse statue, Saturday next.

Obituary.

Count Gasparin died recently at Geneva.

Chicago Flour and Wheat Market.

Special Despatch to The Evening Telegraph.

CHICAGO, June 5—10·30 A. M.—Wheat quiet; $1·27½, seller June; $1·27½, last half; $1·27½, seller July.

Corn quiet but firmer, 52½@52¾c., seller June; 53½@53¾c., seller July.

	Receipts.	Ship'ts.		Rec'pts.	Ship'ts.
Flour, bbls.	4,000	4,000	Oats, bus.	46,000	42,000
Wheat, bus.	56,000	64,000	Rye, bus	none.	none.
Corn, bus.	206,000	226,000	Barley, bus.	1,000	none.

FROM EUROPE.

[BY ASSOCIATED PRESS.]

Exclusively for The Evening Telegraph.

Chances of the Bourbons.

VERSAILLES, June 4.—The probable result of the sittings of the National Assembly to-morrow is the cause of great excitement. It is believed that the decree of exile of the Bourbon princes will be abrogated. The newspapers generally disapprove of such a course, which they say will be a step towards their restoration. The telegraph lines will all be working again by Saturday next.

The Disabled Steamer "Elbe."

LONDON, June 5.—The passengers and mails of the West India steamer Elbe, which vessel was disabled and put back to port on Friday, were forwarded by the steamship Tagus.

Quick Time.

LONDON, June 5.—The steamer City of Brussels arrived at Queenstown at 8 o'clock A. M. to-day. Time, 8 days, 14 hours, and 30 minutes.

This Morning's Quotations.

LIVERPOOL, June 5—10·30 A. M.—Cotton firmer; uplands, 8d.; Orleans, 8⅛@8⅜d. Sales estimated at 15,000 bales. Flour, 26s. 6d.

LONDON, June 5—11·30 A. M.—Consols, 91¼ for money and account. United States 5-20s of 1862, 90⅜; of 1865, old, 90¼; of 1867, 92½; 10-40s, 89.

FRANKFORT, June 5.—United States bonds, 96⅞ for the issue of 1852.

This Afternoon's Quotations.

LONDON, June 5—1·30 P. M.—Consols for money, 91⅜; for account, 91⅜. U. S. 5-20s of 1862, 90⅛; of 1865, old, 90⅜; of 1867, 92⅛.

LIVERPOOL, June 5—1·30 P. M.—Cotton active and firmer; uplands, 8@8¼d.; Orleans, 8⅛@8¼d. The sales will probably reach 20,000 bales, including 6000 for export and speculation. Sales of cotton on ship named from Savannah or Charleston, not below good ordinary, at 8 3-16d. Tallow, 43s.

FROM CALIFORNIA.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Chinese Outrage.

SAN FRANCISCO, June 4.—A boy named O'Brien has been arrested, and identified by several Chinamen as having given the fatal blow to a Chinaman who was clubbed and stoned to death on Fourth street last week; but it is doubtful if sufficient white testimony can be obtained to convict him.

The Yo-Semite.

Nearly a thousand persons have already visited the Yo-Semite Valley this season.

The Murderer of Miss McDaniels,

at Cherokee Flat, is surrounded by citizens in the mountains, and they are determined to hunt him down. A reward of $5000 is offered for his capture. He is armed with a Henry rifle and two revolvers, and is determined to fight to the last.

Mrs. Fair

shows no change in spirits or health since her sentence. Demonstrations of sympathy by strong-minded women continue.

New York Money and Stock Market.

NEW YORK, June 5.—STOCKS steady. Money easy at 3 per cent. Gold, 112. 5-20s, 1862, coupons, 111¾; do. 1864, cp., 111¾; do. 1865, cp., 111¾; do. 1865, new, 114½; do. 1867, 114½; do. 1868, 114¾; 10-40s, 109½; Virginia 6s, new, 74; Missouri 6s, 95½; Canton Co., 82½; Cumberland preferred, 34; N. Y. Central and Hudson River, 97¾; Erie, 23½; Reading, 115¾; Adams Express, 51½; Michigan Central, 124½; Michigan Southern, 115½; Illinois Central, 134; Cleveland and Pittsburg, 117½; Chicago and Rock Island, 103; Pittsburg and Fort Wayne, 99½; Western Union Telegraph, 56¼.

New York Produce Market.

NEW YORK, June 5.—Cotton active, higher, and excited; sales 3000 bales middling uplands at 18½c.; middling Orleans, 19c. Flour quiet and steady; sales 8000 barrels State at $5 60@6·80; Ohio at $5·25@6·90; Western at $5 60@7·10; Southern at $6·75@9. Wheat a shade firmer, but no sales; spring, $1·49@1·50; winter red and amber Western, $1·61@1·68. Corn steady; sales 32,000 bushels mixed Western at 69@70c. for unsound, and 70@72c. for sound. Oats a shade firmer; sales 18,000 bushels Ohio at 63½@67c. Beef dull; plain mess, $10@14. Pork quiet and steady. Lard steady. Whisky quiet and steady at 92½c.

Baltimore Produce Market.

BALTIMORE, June 5.—Cotton very strong; middling uplands, 18c.; low middling, 17½c. Flour dull. Wheat dull and lower; choice white, $1·80@1·90; fair to good, $1·45@1·65; prime to choice red, $1·65@1·90; fair to good, $1·40@1·55; common, $1·30@1·35; Ohio and Indiana, $1·50@1·55. Corn dull; Southern white, 78@79c.; Southern yellow, 73c. Oats steady at 64@68c. Mess Pork steady at $17. Bacon steady; shoulders, 7¼c.; rib sides, 9¼c.; clear rib sides, 9½@9¾c. Sugar-cured hams, 16@17c. Lard dull at 11@11¼c. Whisky nominal at 93½@94c., with no sales.

Milwaukee Markets.

MILWAUKEE, June 5.—Wheat active and excited. Accurate quotations cannot be given. No. 1, $1·31; No. 2, $1·29½. Receipts, 89,000 bushels; shipments, 115,000. Freights—sail, 5c.; steam, 9c.

THE WEATHER.

The Detailed Meteorological Report for To-day.

The following is the meteorological report of the Signal Bureau of the War Department for this morning, all the observations being taken at 7·43 A. M., Philadelphia time. The barometrical reports are corrected for temperature and elevation. The velocity of the wind is given in miles per hour, and the force is an approximate reduction to the Beaufort scale:—

Place of Observation.	Barometer.	Thermometer.	Direction of Wind.	Velocity.	Force of Wind.	State of Weather.
Baltimore	29·96	77	N. E.	4	Gentle.	Clear
Boston	29·95	67	N. E.	8	Gentle.	Fair
Cape May	29·99	71	N.	..	Gentle.	Clear
Charleston, S. C.	29·97	75	N. W.	3	V. gent.	Fair
Chicago	29·97	70	N. E.	4	Gentle.	Hazy
Cincinnati	30·01	74	N. E.	3	V. gent.	Clear
Detroit	29·94	70	E.	1	....	Clear
Indianapolis	29·93	77	N. E.	2	V. gent.	Clear
Key West, Fla.	29·96	80	E.	5	Gentle.	Fair
Memphis	29·93	77	S. E.	8	Gentle.	Fair
Mt. Washington	29·90	42	S. W.	18	Brisk.	Clear
New York	29·90	75	W.	6	Gentle.	Clear
Omaha	29·04	76	N. W.	8	Gentle.	Fair
Oswego	29·96	63	N. E.	10	Brisk.	Fair
Philadelphia	29·92	77	N. W.	..	....	Clear
Pittsburg	30·07	72	....	..	Calm.	....
St. Louis	29·96	81	S. W.	1	....	Fair
Washington	29·92	77	N. E.	4	Gentle.	Clear
Wilmington, N.C	29·94	78	S. W.	5	....	Clear

LEGAL INTELLIGENCE.

New Term.

Court of Quarter Sessions—Judge Allison.

The June term of the Court was begun to-day by Judge Allison, who appointed James N. Marks, Esq., foreman of the Grand Jury. At the time of our going to press no case had been put on trial.

A Question of Sanity.

Court of Quarter Sessions—Judge Paxson.

Judge Paxson sat to-day in the old court-room to hear upon habeas corpus the case of Aaron Subers, who applied for his discharge from the Friends' Insane Asylum at Frankford. He is seventy-one years old, and for thirty odd years has been a well-known horse-sheer and veterinary surgeon. He alleged that Mr. Wood, of Ridge avenue and Spring Garden street, a relative of his, invited him to his house, and there locked him up for three weeks, when he took him to the asylum and handed him over to the physicians, and he claims to be as sane as any man in the establishment. The answer to this was that his mind was really diseased, and needed medical treatment. The hearing was not concluded.

—C. F. Hall, commander of the Arctic expedition, has appointed S. S. Green, of the senior class of the Michigan University, as his astronomer.

☞—A train of cars in Colorado was struck by lightning recently. After the accident the train was run by a non-conductor.

THIRD EDITION

MATTERS AT WASHINGTON.

The West Point Troubles.

Cadets Severely Reprimanded

Army and Navy Orders.

Killed by Lightning.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Reprimand of the West Point Graduating Class.

WASHINGTON, June 5.—The following order has been issued by the Secretary of War:—Such of the members of the first class at the Military Academy as were concerned in the late disgraceful mobbing of certain members of the fourth class, and who were confined by virtue of special order No. 3, U. S. Military Academy, January 10, 1871, within certain limits, and deprived of all privileges and indulgences granted cadets, are hereby relieved from the further operation of said order.

The action of these cadets of the first class which led to their punishment, cannot be too strongly condemned. A combination on the part of cadets under any pretext whatever for the purpose of visiting punishment upon their comrades is so flagrant a violation of good order and subordination as to require the severest reprimand.

It is to be hoped that these cadets who have been guilty of this offense, and who are soon to graduate and become officers of the army, will never again place themselves in any situation which may be discreditable to them or require the voice of authority to remind them of their duty as officers and gentlemen.

W. W. BELKNAP, Secretary of War.

The above order applies to the entire first-class of 1843, with the exception of some five or six members.

Army Orders.

Major Nicholas Bowen, corps of engineers, is relieved from duty in the military division of the Pacific, and ordered to report for duty East.

Captain F. Grassman, 17th Infantry, is retired from duty as Indian Agent in Arizona, and ordered to his company.

Naval Orders.

Lieutenant-Commander Benjamin F. Day and Paymaster George Cochran are ordered to the Congress on the 15th inst.

Pay Director Joseph C. Eldridge to the Navy Yard at New York, July 15.

Detached—Captain H. K. Davenport, from special duty at Washington and ordered to command the Congress, relieving Commander Wm. K. Mayo, who waits orders; Commodore James F. Green, from the command of the South Squadron of the North Atlantic fleet, and waits orders; Pay Inspector John S. Cunningham, from the navy yard at New York July 15th, and ordered to settle accounts.

Pay Inspector Caspar Schenck from the Congress and ordered as Fleet Paymaster of the Pacific fleet. Master Adolphus Marx from the Congress and waits orders. Boatswain James C. Walton from Philadelphia Navy Yard and ordered to the Severns.

FROM NEW ENGLAND.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Storm at Fall River—Death by Lightning.

FALL RIVER, June 5.—During the heavy thunder storm of yesterday afternoon, lightning struck the City Hall and set it on fire. The flames were soon extinguished. Lightning also struck a large ash tree on the farm of Charles Harnbly, three miles from this city, splitting it, and killing Harnbly, who had just gone under it. Harnbly was a widower, aged fifty years, and leaves four children.

AQUATIC.

The Beautiful Yacht Columbia—A Description of the Craft.

We had the pleasure, at Camden, on Saturday, of inspecting the yacht Columbia, which has been built for Franklin Osgood, Esq., Commodore of the New York Yacht Squadron. When it is recollected that this craft cost $70,000, people may well say she is a beauty, and indeed she is.

Her measurement is 98 feet on the water line, 118 feet on deck, 8½ feet hold, 26 feet beam, and 230 tons carpenter's tonnage. Her deck is a feature of itself, being constructed entirely of Oregon cedar. Her model is of exquisite proportions, and as she lay at anchor a short distance from the shore, trimmed with gay bunting, a beautiful sight was presented.

The vessel is beautifully painted in tints and gold, and the joiners' work is finished with hard wood. The main cabin is cushioned with brilliant and expensive satin damask, and a very handsome velvet carpet on the floor; also easy chairs, camp-stools, and a centre-table, with a richly embroidered cover. The owner's private room opens out from the main saloon, is twelve feet by twenty and on the starboard side. It is very elegantly fitted up, with bedstead, lounge, marble-top washstand and bureau, and two large mirrors. Attached to the bed are very heavy green satin damask curtains.

In the rear of the bath-room there are two tanks, holding seventeen hundred gallons of water. Forward of the entrance of the private cabin is the kitchen, possessing the most perfect culinary arrangements.

It is impossible to give, in a brief notice, all the features of the vessel. The main saloon, or cabin, about twenty-five feet square, is magnificently furnished. It is adorned with mirrors, and in the sixteen small niches between the mirrors are small bronze images; also two large ones on the floor, representing Night and Morning. The four sides of the mainmast in the saloon are filled in with mirrors. In this room are suspended pictures of the Wigeon and Magic, formerly owned by Vice-Commodore Osgood, and in the same room are two magnificent cups, made out of massive silver washed with gold, by Bailey & Co., of this city.

One of the cups is somewhat gondola shaped, and has inscribed on it the following:—"Presented by the New York Yacht Club to Captain Osgood, to commemorate the success of the schooner Magic over the whole fleet in the race for the Queen's cup, August 8, 1870."

The Columbia sailed for New York yesterday morning.

PUBLIC BATHS.—The public bath-house at Otis street wharf, Kensington, and the one at Almond street wharf, will be thrown open for the use of the public to-morrow. Good news for many.

BUTCHERY.—John Hannigan, Peter Walker, and Joseph Colgan are each under $500 bail by Alderman Bonsall for attacking and beating John Goodchild, a butcher, in Eleventh street market, on Saturday night last.

FOURTH EDITION

International Typographical Union

Nineteenth Annual Session

The Storm at the South.

New Orleans Under Water.

Fatal Casualty in New York.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM THE SOUTH.

[BY ASSOCIATED PRESS.]

Exclusively for The Evening Telegraph.

The Flood at New Orleans.

NEW ORLEANS, June 5.—The flood is increasing. The water is as near up Canal street as Rampart street, with the exception of the neutral ground on Canal street, which is not entirely covered. East of Claiborne there is an unbroken sheet of water from Villery street to the Metairie Bridge, and from the new to the old basin, are areas of five or six square miles, including about three hundred thickly-inhabited squares.

The sufferings of the inhabitants of this quarter, especially among the poorer classes, are very great. Thousands living in single story houses have moved out, while most of those living in two-story houses have been compelled to move into the second story.

Back of Claiborne street, on Canal, there is an average depth of two feet of water. The city authorities seem to be doing all they can to alleviate the sufferings of the people. Every available boat and skiff has been brought into use. Policemen may be seen moving in almost every direction, rendering such assistance as they can, moving those who are in danger, and distributing provisions to the needy. The damage by this overflow cannot be estimated with any degree of certainty. The shrubbery and gardens have all been ruined. Houses are damaged and property depreciated. The overflow directly from the Lake Gentilly road quarter has caused heavy loss in the destruction of many fine market-gardens.

The Milneburg and the Pontchartrain Railroad from Gentilly station is still overflowed. The water in the lake is receding slowly. A train came through from Mobile yesterday on the Chattanooga Railroad. A passenger reports about four miles of the road under water. A Jackson Railroad passenger, who came in this morning, reports that the road is under water for seven miles north of Pass Manchac.

FROM BALTIMORE.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Nineteenth Annual Session of the International Typographical Union.

BALTIMORE, June 5.—The International Typographical Union assembled this morning at Raines Hall, punctually at ten o'clock, in their nineteen annual session, President William J. Hammond, of New Orleans, in the chair, and all officers present except the first and second vice-presidents. Prayer was offered by Rev. Mr. Huston, and an address of welcome was made by Frederick Young, President of the Baltimore Typographical Union, which was responded to by President Hammond. The Committee on Credentials was appointed and a recess taken.

On reassembling the Committee on Credentials reported sixty-four Unions represented by seventy-eight delegates.

The report was accepted.

Among the delegates is Miss Mary Moore, from the Women's Typographical Union, No. 1, New York city. This lady and Miss Lewis, Corresponding Secretary of the Union, are the only ladies on the floor.

After the adoption of the report of the Committee on Credentials, the union proceeded to an informal ballot for President, which resulted as follows:—Wm. J. Hammond, 52; Mr. Walsh, New York, 18; T. A. Crosby, Montreal, 3; scattering, 2.

On motion, Mr. Hammond was declared re-elected by acclamation.

Mr. Hammond returned thanks for the honor in a short speech.

The election of other officers is now progressing. The union is a fine-looking body of men, and evidently intent on work and business, and not speech-making.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Fatal Disaster.

NEW YORK, June 5.—An immense pile of bricks, from the old buildings demolished in Church street, fell to-day, covering several children. One has been got out with broken limbs, the others are supposed to be killed. The firemen and police are making vigorous efforts to recover the bodies.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, June 5, 1871.

The gold market shows weakness, the opening sales being made at 112⅛, declining to 111⅝, and closing at 112.

Government bonds are quiet, and prices, notwithstanding the fall in gold, are steady.

In the stock market a limited business was transacted, and prices were unsettled and weak.

Sales of Reading Railroad at 57⅝@57¾; Pennsylvania at 61½; Lehigh Valley at 62¾; Northern Central at 41½; and Camden and Amboy at 126.

In Canal shares there were sales of Schuylkill at 9½, and Lehigh at 37¾.

Bank shares were more active. Sales of Farmers' and Mechanics' at 122½ and Manufacturers' at 29½@30.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$2000 City 6s, New..	99¾	8 sh Leh Val R....	62¾
$100 C & A m 6s, '39	95¾	100 sh Read R...s5.	57¾
$700 do.	95	100 do.	57¾
$2000 Pa & N Y C 7s	96¾	100 do.	57¾
$1000 O C & A 7s, b5.	87¾	100 do.....s60.	57¾
$1000 Leh R L....	92½	500 do.....2d.	57¾
$6000 Leh gold L...	93¾	6 sh Mech Bk.....	38¾
$400 Leh 6s, '84....	88¾	31 sh N Cent R....	41¾
$5000 Union Cl 6s..	11¾	6 sh O C & A R..	59½
8 sh War & M Bk.	123½	100 do.	59¾
21 sh Manu Bank..	29½	100 do.....s30.	59¾
45 do.	30	8 sh Susq Cnl....	10
15 do.	29¾	20 sh Cent Trans..	49¾
300 sh Penna R.s5.	61¾	4 sh Cam & Am...	126
244 do.	61¾	100 sh Leh Nav St..	37¾
100 do.....s60.	61½	12 do.	37¾
500 do.	61½	100 do.	37¾
300 do.....b30.	61¾		

SECOND BOARD.

$700 City 6s, New.	100	100 sh C & A R.	b60. 126½
200 sh Reading...	58 3-16	50 do.	b60. 126¾
100 do.....s5.	58¼	100 do..	b60 126¾
200 do.....b30.	58¾	100 sh Leh N St....	58¾
100 do.....	b3. 58¾	300 do....	b30. 58¾
500 do.	58	100 do....	b30. 58¾
100 sh Penna R.	b30. 61¾	31 do.	58¾
100 do.	61¾	200 do....	b30. 58¾
11 do.. allot.	61¾	20 sh Cen Trans.	s5 49¾
20 do. receipts	61¾	20 sh Leh V R....	62¾
5 do.	61¾	50 sh 2d & 3d St..	62
23 do.	61¾		

MESSRS. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 117⅛@117¾; 5-20s of 1862, 111¾@111⅞; do. 1864, 111⅜@111⅝; do. 1865, 111⅝@111¾; do. July, 1865, 114⅛@114¼; do. July, 1867, 114¼@114½; do. July, 1865, 114¼@114½; 10-40s, 109⅝@110. U. S. Pacific R. R. Currency 6s, 115¾@115¾. Gold, 111⅞@112¼.

NAHM & LADNER, Brokers, report this morning gold quotations as follows:—

10·00 A. M.	112½	12·02 P. M.	111⅞
10·18 "	112	12·10 "	112
10·50 "	111⅞	12·12 "	111⅞
10·55 "	112	12·13 "	112

Philadelphia Trade Report.

MONDAY, June 5.—The Flour market is quiet, with scarcely any demand for shipment and no disposition on the part of the home trade to purchase beyond their immediate wants. 800 barrels sold in lots, including superfine at $5·25@5·50; extras at $5·62½@5·87½; Iowa and Wisconsin extra family at $6·50@6·75; Minnesota do. do. $7@7·25; Pennsylvania do. do., at $6·25@6·75; Indiana and Ohio do. do., at $7@7·50; and fancy brands at 7·75@9, as to quality. Rye Flour may be quoted at $5·87½@6. In Corn Meal nothing doing.

There is not much activity in the Wheat market, and no demand except for prime lots for the supply of the local millers. Sales of Western red at $1·63@1·68, amber at $1·70, and white at $1·75@1·84. Rye ranges from $1·12@1·15 for Western and Pennsylvania, and $1·05@1·10 for Southern. Corn is not much sought after. Sales of 5000 bushels yellow at 73c., and 2000 bushels Western mixed at 72@73c. Oats are unchanged. Sales of 1400 bushels Pennsylvania and Ohio at 67@69c.

In Barley and Malt nothing doing.

Bark is freely offered at $36 ₰ ton for No. 1 Quercitron.

Whisky is without improvement; 25 barrels Western iron-bound at 94c.

Philadelphia Cattle Market.

MONDAY, June 5.—There is no improvement to record in the market for beef cattle, and the dullness which has prevailed for some weeks past is still a prominent feature. The receipts are less liberal than last week, but in excess of the requirements of the trade, and the tendency of prices is still for a lower range. We quote choice at 7@7½c.; fair to good at 5½@6½c., and common at 4@5c. per lb. gross. Receipts, 1950 head. The following are the particulars of the sales:—

Head.

45 Owen Smith, Pennsylvania and Virginia, 6¼@7¼.
33 A. Christy, Western, 6¼@7¼.
51 R. Maynes, Western, 6¼@7.
25 James Christy, Lancaster county, 6½@7.
70 John McArale, Western, 6¼@7¼.
28 Charles Dengler, Kentucky, 6@6½.
71 P. F. McFillen, Western and Lancaster county, 6¼@7¼.
75 Ph. Hathaway, Pennsylvania, 6¼@7.
75 E. S. McFillen, Western, 6@7.
110 James McFillen, Western, 6@7¼.
82 James S. Kirk, Pennsylvania, 6¼@7.
250 Martin Fuller & Co., Western, 5¾@7¼.
52 M. Ullman, Lancaster co., 6@7.
25 J. Clemson, do., 6¼@6¾.
30 D. Smyth & Bro., Western, 6@7.
190 Mooney, Miller & Co., Lancaster county, 6¼@7¼.
51 D. Smyth & Co., Western, 6@6¾.
67 Thomas Mooney & Bro., Western, 6¼@7.
48 L. Frank, Western, 6@7.
68 Gus. Schamberg, Kentucky, 6@7.
16 H. Frank, Virginia, 6@6¼.
45 H. Chain, Western, 6@6¼.
28 Elcorn & Co., Kentucky, 6@6½.
20 M. Dryfoos, Kentucky, 6@6½.
44 Thos. Duffy, Pennsylvania, 6¼@7.

Cows and Calves.—The receipts and offerings have fallen off, but the market continues dull. Sales of Springers at $30@50, and cows and calves at $40@60. Receipts 125 head. There is a better feeling in the sheep market, and an increased demand. Sales of clipped at 5@6¼c. per lb. gross. Receipts 13,900 head. Hogs are dull and lower. Sales of corn-fed at 6@6¼c., the latter for prime corn-fed. Receipts 2630 head.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA.....JUNE 5

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....85 | 11 A. M.....88 | 2 P. M.....96

SUN RISES.....4·32 | MOON SETS.....10·18
SUN SETS.....7·25 | HIGH WATER.....3·21

(By Cable.)

LONDON, June 5.—Steamship Germania, from New York, touched at Plymouth yesterday.

Steamships City of Brussels and Nevada, from New York, touched at Queenstown yesterday.

(By Telegraph.)

NEW YORK, June 5.—Arrived, steamship City of Mexico, from Vera Cruz and Havana.

CLEARED THIS MORNING.

Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
Steamer Sarah, Jones, New York, W. M. Baird & Co.
Steamer S. F. Ph

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

THE HANDSOME ENGLISHMAN.

From the N. Y. Tribune.

Mr. Darwin seems strong in his facts when collected by other people, and only arranged by himself. He is an authority on six-toed cats, and benevolent monkeys, and æsthetic bower-birds, even without having seen them. But when it comes to the high-born Briton, whom he must have seen—for if a cat may look upon a king, surely a dissector of cats may contemplate a marquis—some glamour seems to come over him. He does not use his eyes, apparently, but accepts the traditions of ages as reverently as if he were an archbishop. He attributes "the beauty of the upper classes in England to the men having long selected the more beautiful women." (Descent of Man, pp. 340–1, Am. ed.)

The annual inroad of travelling Englishmen is now becoming so large among us that even untravelled Americans are becoming familiar with their looks. Many of these youths are, or purport to be, of high social position; and anxious inquiries are beginning to be made why the representatives of this aristocratic beauty do not appear among these travellers. In the frank language of the Washington young lady, remonstrating with the High Joint Commissioner on this very subject, "If the Queen has them, why does she not send one of them over here?" One sees handsome Englishmen, no doubt, but they are apt to be on the forward deck of the yacht, not in the cabin; on the outside of the carriage in Central Park, not inside. They are apt to be grooms, or gardeners, or sailors, or belong in some way to the degraded class of "cads." Why should there be this difference? As Darwin justly remarks (though with an opposite application), these classes "are placed under equally favorable circumstances for the perfect development of the body." Why is it that, as a general rule, the fine young English gentleman who visits us is less good-looking than the man servant he brings with him? We speak in sorrow, not in anger. Everybody likes to see a handsome man. When we are to meet Lord Frederick Fitzregal at the club or at a dinner party, we desire to see some one who has stepped out of "Guy Livingstone"—such a youth as Bulwer first created and Wilkie Collins is now endeavoring to extinguish. The chances are that when the door opens, there shuffles in an undersized, light-haired, near-sighted, awkward boy, with a drawling Dundreary voice, who seems afraid of his own shadow, and cannot greet man or woman in a frank or easy way. He has a certain blunt and stammering simplicity, which is not to be despised. But even the imagination of Mr. Darwin, which sees infinite tenderness in a howling monkey—even the beautiful self-abnegation of Mr. Disraeli, which bows its head before a class, cannot possibly attribute anything but physical forlornness to this individual representative. There may be handsome Englishmen of the upper classes, but they must love their homes very much. They rarely come here. We remember a certain public ball at a watering place whither Young New York carried its thinnest legs and its slenderest chests; and the general result to a lover of his country was not encouraging. Presently there entered the room an English viscount, the son of an earl. All eyes were turned on him with renewed cheerfulness; he was so utterly insignificant of aspect, that even the fast young New Yorkers seemed a race of giants.

Punch had a caricature, the other day, representing two young English clerks or bagmen of the most wee and emaciated aspect, seated on a tobacconist's counter, puffing cigars obviously beyond their strength, and deploring the physical degeneracy of the Americans. But *Punch*, with all his daring, still cherishes the traditional reverence for the aristocracy, or he would have taken his two youths from a higher class. The average English rustic who comes to America is physically respectable, coarse but strong; he mispronounces, but he has manly chest-tones; he is not near-sighted, nor one-sided, nor undersized; he is what the French call "*un homme solide*." But who could see anything solid or commanding in most of the young noblemen who run through America and pause a little while in Washington, or New York, or Newport, on their way to Salt Lake City? Actually, we Americans are beginning to disbelieve in Pelham and all his progeny, and to hold the only true type of the blood in England to be Mrs. Edward's "little Lord Petre" in "Steven Lawrence." Or is it, after all, that the Lord Petres travel—for their health—and that Mr. Darwin's "beauties of the upper classes" stay at home?

JEFF. DAVIS AND THE DEMOCRACY.

From the N. Y. Times.

The ex-President of the Confederacy is getting to be a veritable Old Man of the Mountain to the Democratic party. The frantic efforts they are now making to shake him off are laughable, when one remembers how they have been wont to sympathize with him, apologize for him, and give him aid and comfort in times past. It would not be strange if the Democracy should be found, ere long, clamoring for his life as loudly as they formerly pleaded to save him from the gallows. The *World*, which used to be his best friend and firmest supporter, is especially venomous in its present treatment of the Rebel chief. It has taken to calling him names, and actually surpasses, in its contemptuous epithets, the vituperation which, during the Rebellion, it poured out upon the head of President Lincoln. In a single article in Friday's *World*, we find the once renowned, patriotic, virtuous, and brilliant Jeff. stigmatized as "broken old Jeff. Davis," "an utter political wreck," a "bankrupt politician," a "false prophet" indulging in his "dotage folly," etc. "A cause must be desperate indeed," says the *World*, "that can find no better advocate than Jeff. Davis." Jeff. might reply with equal truth that "a cause must be desperate indeed that can find no better advocate than the *World*." Of the two we think Jeff. Davis is the ablest, as he certainly is the most honest and consistent advocate. He does not change his principles with every change of the moon. He does not call men "swindlers," "thieves," and "highway robbers" one day, and pure and honest officials the next. This may be owing to his never having edited a corporation paper.

Jeff. is a wicked criminal we admit, and ought to be hanged, but he is no more wicked than he was eight or ten years ago, when the *World* and the Democratic party were giving him all the aid and encouragement they dared to give. Indeed, we cannot see wherein Jeff. Davis differs from the Democratic party as they stood even one year ago. He still believes in the "lost cause," and, if there was any meaning in their words, so did they. He is for keeping open the issues which Republicans claim were settled by the war; so were they.

The *World* talks about the "complete unanimity of the Democratic party in discarding bygone issues," and says "the New York Democracy defined their position long ago." How long, pray? It is barely a year since the Democratic party of New York met in convention, at Rochester, to nominate Judges of the Court of Appeals. There was no particular necessity for introducing party politics, and especially national politics, into such a convention, but the Democracy did introduce them nevertheless. They were so full of the subject that they could not keep it out, and what did they say? The burden of the speeches was precisely in accordance with the position occupied by Jeff. Davis to-day. The constitutional amendments were to be resisted at all hazards, and the State judiciary was to be made a party to the new revolution. One of the chief speakers in that convention, and the man who acted as spokesman of the Tammany delegation, was Richard O'Gorman—the "silver-tongued O'Gorman," as the Democracy delight to call him. In advocating the nomination of Sanford E. Church for Chief Justice, Mr. O'Gorman said that "the Democratic party required a politician for Chief Justice of the Court of Appeals quite as much as a lawyer. The usurpations of Congress and the so-called amendments to the Constitution which that body had imposed on the country, required a man at the head of the Judiciary of this State who would stand firm. We had gone through, and might still go through, revolutionary times." There was only one Democrat in the convention (Mr. Ruger, of Onondage), who had the courage to rebuke these utterances; the majority applauded them, and Mr. Church was nominated against Judge Comstock, who was the candidate of those who, like Mr. Ruger, argued that "the State of New York needed a great lawyer and not a great politician for Chief Judge." Who believes that the Democratic party of this State really hold any different principles now from what they did a year ago? And why should they attempt to hiss down Jeff. Davis now for uttering sentiments which they applauded then? They ought rather to reward him for his fidelity, and to adopt as a candidate the man whom, for ten years, they have followed as a guide.

"THE NEW DEPARTURE."

From the N. Y. World.

Now that the question of forbearing any further opposition to the new amendments is virtually decided, it may not be amiss to consider the nature of the "situation" which the Democratic party "accepts." We can best describe it by a comparison. Suppose that, in the trial of a civil suit, there is a mixed panel of white and colored jurymen. John Doe, one of the parties to the suit, challenges every colored juryman whose name is drawn from the box, but, in spite of his opposition, the jury as actually sworn is finally composed of nine white and three colored citizens. Would John Doe act like a man of sense if he should thereupon petulantly give up his case and refuse to produce his witnesses? The merits of his suit are not altered by the composition of the jury. The presence of the black jurymen cannot change either the law or the facts; and since his case must be tried by that jury, he will, if a wise man, direct his counsel to take even more pains than usual, and carefully avoid insulting the black jurymen. There they are, on the jury benches; and whether he like or dislike them, he cannot get them away until they have rendered their verdict.

Quite similar to this is the political situation since the establishment of negro suffrage. The political questions remain precisely the same as if they were to be decided by the votes of unadulterated white constituencies. The really important thing is to have these questions rightly decided, according to their true merits; not whether the decision is made by a larger or a smaller constituency of voters. The point for the jury to try is not whether their own body is properly composed, but the questions of fact between the plaintiff and defendant in the suit before them. We only muddle and confuse political controversies if we fail to distinguish between the questions to be decided and the persons who are to decide them. By accepting negro suffrage we increase our chances of a candid hearing on practical issues. The negroes are of little account if we can control the judgment of the white voters. There are ten white voters to one negro voter, taking the country at large. In twenty-two of the thirty-seven States there are thousands of whites entitled to the elective franchise to every negro, and those twenty-two States contain more than two-thirds of our population. It is their public opinion which we need to influence, which we can most easily do by withdrawing their attention from the decided question of suffrage, and fixing it upon pending questions of public policy. The misrule of the last ten years has been the fruit of misguided white voting. Its chief support has been white majorities in the Northern States, in most of which negroes have not voted at all until within the last fourteen months, since the fifteenth amendment was declared adopted. It is not negro voting but perverse white voting that has so nearly ruined the country.

Now, on the question whether the right of suffrage shall be continued to the negroes the Republican majorities would be as great as heretofore. Nay, they would be altogether larger, for most Democrats do not wish to arrest the experiment. It is too obvious that for the Democratic party to make negro suffrage a political issue would be courting inevitable, overwhelming defeat, because a preponderant and constantly growing majority of the people are unwilling to disturb what has been done. It is high time, then, for us to accept the settled composition of the jury, and proceed to argue our case on its merits. We therefore most heartily rejoice in the declaration of the Ohio Democracy that they "recognize as accomplished facts the three amendments to the Constitution recently declared adopted, and consider the same as no longer political issues before the country;" and we feel equal satisfaction in the further unequivocal, emphatic declaration "that the Democratic party pledges itself to a full, faithful, and absolute execution and enforcement of the Constitution as it now is, so as to secure equal rights to all persons under it, without distinction of race, color, or condition."

The *World* long ago foresaw that this policy was inevitable, and that the continued existence and future triumphs of the Democratic party were staked upon its adoption. For a time we stood almost alone, and incurred no small suspicion and obloquy from persons who now take up our views with the zeal of new converts. We are too glad of this co-operation, and have the welfare and success of the party too much at heart, to reproach anybody with slowness or inconsistency. We have tried to be faithful to the light which was given us, and the strong indorsements we are receiving from the whole party atones for the detraction and distrust of which we were the object before the "sober second thought which is generally wise and always efficient" had matured the views of the party. We claim no other merit than fidelity to our sentiment of duty. The irrepressible tendency of things, operating on popular good sense and rectitude of feeling, would have brought the party sooner or later to the same position if the *World* had followed the party instead of leading it. The sun shines first upon the mountain tops, but they are not therefore the cause of day. The earth has but to revolve a little farther on its axis for the light to penetrate every valley and illuminate the darkest ravines. We suppose it will now be conceded that the *World* foresaw the tendency of events and correctly estimated their consequences; but the only credit it claims is that of an unshrinking declaration of its sentiments when it thought them timely and useful, at some expense of popularity.

CITY NOMINATIONS.

Frankford (Philadelphia) Herald.

We have witnessed with considerable interest the recent triangular fight between the *Post*, TELEGRAPH, and *Bulletin* over the prospective municipal nominations of the party to the advancement of which they are more or less ardently devoted. Notwithstanding the ominous indications, the *Post* is evidently preparing to swallow the ticket, whatever be its character, smack its lips, and cry "Hurrah, boys, for *our* side!" The *Bulletin* is so proverbially uncertain and inconsistent, so persistently contrary, its antics continually reminding the observer of the stupid capers of a well-known jack—animal, that it is impossible to tell how long the streak of virtue which at present affects it will last. THE TELEGRAPH, during the past two years, has repeatedly given evidence of an earnest desire to secure political reform, especially in municipal affairs, and we therefore hope to see it stand firm in the present crisis. The agitation caused by its bold articles shows how easy it would be to secure good nominations and thorough reform, in both parties, if the press of Philadelphia would heartily unite in a determined effort to secure that end. Alas! that we are compelled to use the word "if!"

But, whatever course our journals pursue, this may be put down as a foregone conclusion—at the next municipal election in this city the party will win that presents the best ticket. The *Post* may call it treachery or what it pleases, but, when THE EVENING TELEGRAPH says that, at the coming election, "thousands of independent Republicans will gladly embrace an opportunity for making an earnest effort to secure the best possible selection of local officials, irrespective of partisan affinities," it utters a plain, wholesome truth. The people of Philadelphia are completely disgusted with the schemes of political demagogues, and, we predict, will give effective evidence of their determination to thwart them.

SPECIAL NOTICES.

PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT.
PHILADELPHIA, May 2, 1871.

The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, clear of National and State taxes, payable in cash, on and after May 20, 1871.

Blank powers of attorney for collecting dividends can be had at the office of the company.

The office will be open at 9 A. M., and close at 3 P. M., from May 30 to June 2, for the payment of dividends, and after that date from 9 A. M. to 3 P. M.

THOMAS T. FIRTH,
5 2 2m Treasurer.

BATCHELOR'S HAIR DYE.—THIS SPLENDID HAIR DYE is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—*"Does not contain Lead nor any Vitalic Poison to injure the Hair or System."* Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30tf No. 118 MARKET St., General Agent.

PILES.—DR. GUNNELL DEVOTES HIS time to the treatment of Piles, blind, bleeding, or itching. Hundreds of cases deemed incurable without an operation have been permanently cured. Best city reference given. Office, No. 21 N. ELEVENTH Street. 4 15 3m

DR. F. R. THOMAS, No. 918 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 27

JOUVIN'S KID GLOVE CLEANER restores soiled, gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 26mwf

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

WATCHES, JEWELRY, ETC.

GOLD MEDAL REGULATORS.

G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,

Begs to call the attention of the trade and customers to the annexed letter:—
TRANSLATION.
"I take pleasure to announce that I have given to Mr. G. W. RUSSELL, of Philadelphia, the exclusive sale of all goods of my manufacture. He will be able to sell them at the very lowest prices.
"GUSTAV BECKER,
"First Manufacturer of Regulators,
"Freiburg, Germany.

ICE.

"PRICE OF ICE LOW ENOUGH TO SATISFY ALL."
"BE SURE KNICKERBOCKER IS ON THE WAGON."
KNICKERBOCKER ICE COMPANY.
THOS. E. CAHILL, President.
E. P. KENSHOW, Vice-President.
A. HUNT, Treasurer.
E. H. CORNELL, Secretary.
T. A. HENDRY, Superintendent.
Principal Office,
No. 435 WALNUT Street, Philadelphia.
Branch Offices and Depots,
North Pennsylvania Railroad and Master street.
Ridge Avenue and Willow street.
Willow Street Wharf, Delaware avenue.
Twenty-second and Hamilton streets.
Ninth Street and Washington avenue.
Pine Street Wharf, Schuylkill.
No. 4833 Main Street, Germantown.
No. 21 North Second street, Camden, N. J., and Cape May, New Jersey.

1871.	Prices for Families, Offices, etc.				1871.
8	pounds daily, 50 cents per week.				
12	"	"	65	"	"
16	"	"	80	"	"
20	"	"	95	"	"

Half bushel or forty pounds, 20 cents each delivery. 4 23 36t

COAL.

R. P. OWEN & CO.,
COAL DEALERS,
FILBERT STREET WHARF,
SCHUYLKILL.
3 10 1y

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 13

FINANCIAL.

FIRST MORTGAGE
8 PER CENT. GOLD BONDS
OF THE
Selma and Gulf Railroad Co.
8 Per Cent. Interest in Gold.
FOR SALE AT 95 AND ACCRUED INTEREST IN CURRENCY.

These Bonds are a First Mortgage upon a first-class completed Trunk Line of Railway extending from Selma, Alabama, to Pensacola, Florida—the finest harbor on the Gulf. The payment of both principal and interest is guaranteed by the State of Alabama, whose currency obligations sell in the market at 104. The total direct debt of the State is only $6,000,000, and the indirect possible indebtedness, caused by its railway guarantees, amounts only to $8,000,000, making the maximum possible indebtedness of the State below $15,000,000, which sum is less than its debt in 1837, when an issue of bonds to the extent of $16,500,000 was made to establish a banking system, which debt was reduced by redemption to $4,000,000 in 1861, previous to the war. The taxable property of the State is now thrice what it was at that time, and the population more than double.
The Bonds offered are thus equally valuable either as a Railroad Mortgage or as a State Bond; and with the double security thus provided, we unhesitatingly recommend them as equal to any investment in the market.

PRICE, 95 and ACCRUED INTEREST

All marketable securities taken in exchange, free of express charges.
Pamphlets and circulars furnished.

HENRY CLEWS & CO.,
No. 32 WALL STREET, NEW YORK.
FOR SALE IN PHILADELPHIA BY
DeHaven & Bros.,
Elliott, Collins & Co.,
Townsend Whelen & Co.,
Barker Bros. & Co.,
W. H. Shelmerdine & Co.,
And by Bankers and Brokers generally. 5 22 mthslm

A RELIABLE
Safe Home Investment.
THE
Sunbury and Lewistown Railroad Company
7 PER CENT. GOLD
First Mortgage Bonds.
Interest Payable April and October, Free of State and United States Taxes.

We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,
At 90 and the Accrued Interest Added.

The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.
For pamphlets, with map and full information, apply to

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
PHILADELPHIA.

COUPON OR REGISTERED LOAN
OF THE
City of Williamsport, Pennsylvania,
With both principal and interest made absolutely secure by State and municipal legislation, for sale at
85,
AND ACCRUED INTEREST, BY
P. S. PETERSON & CO.,
Bankers and Stock Brokers
No. 39 S. THIRD STREET,
2 PHILADELPHIA.

DUNN BROTHERS,
BANKERS,
Nos. 51 and 53 S. THIRD St.
Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.
Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.
Make Collections on all points.
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MORTGAGE only $12,500 PER MILE
TRUSTEES.
FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT COMPANY.
Special Attention of Investors
Is now called to the
First Mortgage Bonds
OF THE
BRIDGETON AND PORT NORRIS RAILROAD COMPANY.
7 PER CENT., FREE OF ALL TAXES.

This road runs from the mouth of Maurice River to Bridgeton, New Jersey, where it connects with the
West Jersey Railroad.

The fact that this Mortgage is but for $12,500 per mile, and that stock subscriptions have been secured equal to 40 per cent. of that amount, places this loan upon the firmest basis and gives to it unusual security.
They can be registered, and are in sums of $100, $500, $1000. Interest payable April and October.
They are offered for the present at 90 and accrued interest.
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D. C. WHARTON SMITH & CO.,
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Wilmington and Reading
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7 PER CENT. BONDS.
Free of Taxes.
We are offering the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.
Interest Payable January and July.
The Bonds are in
$1000s, $500s, and $100s,
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This issue is made to procure additional rolling stock.
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Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc.
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JAY COOKE & CO.
ARE NOW SELLING AT PAR,
The First Mortgage Land Grant Gold Bonds
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Northern Pacific Railroad
COMPANY,
BEARING SEVEN AND THREE-TENTHS PER CENT. GOLD INTEREST; AND SECURED BY FIRST AND ONLY MORTGAGE ON THE ENTIRE ROAD AND EQUIPMENTS, AND ON MORE THAN
23,000 Acres of Land
to every mile of track, or 500 Acres of Land to each $1,000 Bond. There is no other security in the market more safe or so profitable.
The highest current price will be paid for U. S. FIVE-TWENTIES, and all other marketable securities received in exchange.
Pamphlets, Maps, and full information furnished on application.

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MEMBERS OF STOCK AND GOLD EXCHANGES.
DEALERS IN MERCANTILE PAPER,
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WHISKY, WINE, ETC.

WINES, LIQUORS, ENGLISH AND SCOTCH ALES, ETC.
The subscriber begs to call the attention of dealers, connoisseurs, and consumers generally to his splendid stock of foreign goods now on hand, of his own importation, as well, also, to his extensive assortment of Domestic Wines, Ales, etc., among which may be enumerated:—
500 cases of Clarets, high and low grades, carefully selected from best foreign stocks.
100 casks of Sherry Wine, extra quality of finest grade.
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25 casks of Sherry Wine, best quality of medium grade.
25 barrels Scuppernong Wine of best quality.
50 casks Catawba Wine " "
10 barrels " " medium grade. "
Together with a full supply of Brandies, Whiskies, Scotch and English Ales, Brown Stout, etc., etc., which he is prepared to furnish to the trade and consumers generally in quantities that may be required, and on the most liberal terms.
P. J. JORDAN.
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Below Third and Walnut and above Dock street.

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TO FAMILIES RESIDING IN THE RURAL DISTRICTS.
We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIPTION OF FINE GROCERIES, TEAS, Etc.
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NEW CHROMOS.
All Chromos sold at 25 per cent. below regular rates.
All of Prang's, Hoover's, and all others.
Send for catalogue.
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ALL NEW STYLES,
At the lowest prices. All of our own manufacture.
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We are prepared to ship every description Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 1p

NEWS SUMMARY.

City Affairs.

—The Athletics played a beautiful and very strong game on Saturday, beating the Haymakers by a score of 15 to 5. The pitching of McBride was superb.

—Music in Norris Square, Nineteenth ward, this and every evening during the summer. The square is a neat and beautiful little spot, with a handsome fountain in the centre.

—A lad of five years, named James Logan, was run over and badly mangled at Seventh and Bainbridge streets, by a Union car, yesterday afternoon. The driver and conductor have been arrested. Another child named James Merchant, living at No. 1311 Wood street, was run over by a Thirteenth and Fifteenth Streets car, and had his foot crushed, yesterday.

—A carriage containing a Mr. Jennings and his wife and child was smashed up last night by a mail wagon at Tenth and Chesnut streets. The child was thrown out, but was not injured. An officer afterwards arrested James Semple, an employe of the Post Office, who, it is alleged, tried to prevent the arrest of the driver of the mail wagon.

—A Mr. Kendall, proprietor of a saloon at Eighth and Cherry streets, shot into a crowd of young men who had attempted to beat him. One of the number, named Killacky, was shot and wounded dangerously.

—James Black, colored, one of the murderous wretches who beat and maimed for life James Bradley, on Emeline street, in March last, has been committed to answer by Alderman Kerr.

—According to the muster of the 1st Division National Guards of Pennsylvania, last month, the number of men is 1936.

Domestic Affairs.

—A large portion of New Orleans is inundated.

—A very superior quality of black coal has just been discovered within ten miles of St. Louis.

—The wheat harvest in Southern Illinois has begun earlier than ever before known, and the yield is abundant.

—The strike of laborers at Washington ended on Saturday, the contractors yielding the point and agreeing to pay $2 per day.

—The trial of Hon. C. C. Bowen for bigamy was concluded on Saturday afternoon by the jury bringing in a verdict of "guilty."

—Vice-President Colfax has arrived at his home, in South Bend, Ind., and telegraphs that he stood his journey quite well, despite the hot weather.

—Government officers have entered complaints against numerous retail apothecaries in Boston for omitting the stamps required on certain articles.

—Daniel, the defaulting cashier of the Webster National Bank, of Boston, was arraigned on Saturday, and pleaded not guilty. He was held for $15,000 bail for trial.

—The Indian delegation were driven through the suburbs of Boston on Saturday, and visited the State House, where the members were introduced to Governor Claflin.

—The original location of the Emma mine in Utah has been purchased by an association of California capitalists. The price is said to have been $200,000 in coin.

—The wheat crop of California is now estimated one-third higher than the estimate of two weeks ago. Leading operators now put the surplus for exportation at 150,000 tons.

—The extensive fires that have been raging in the woods in the lower part of New Jersey during the past two weeks have been more widespread in their destruction than was at first supposed.

—The effort to secure a new trial for Mrs. Laura Fair, at San Francisco, has failed, and she was on Saturday sentenced to be hung on Friday, the 28th of June, for having murdered Colonel Alexander Crittenden.

—Ground was broken on Saturday at Seneca Falls, N. Y., for the Pennsylvania and Sodus Bay Railroad, which will connect the coal fields of Pennsylvania with Lake Ontario. Three thousand persons were present.

—The Rev. Mr. Sutton, a Methodist minister of Louisville, Ky., yesterday handed his coat to a Miss Ellinsworth, at the residence of whose father he had been staying, when a pistol falling from a pocket exploded a cartridge, the ball of which entered the young lady's person, causing a mortal wound.

Foreign Affairs.

—Numerous arrests are still made in Paris.

—Archbishop Darboy will be buried on Wednesday.

—The theatres of Paris have been authorized to reopen.

—The railroad lines from Havre and Versailles have resumed operations.

—The streets of Paris have been reopened and the barricades demolished.

—Ten courts-martial have been inaugurated at Cherbourg to try all offenders.

—Diplomatic relations between France and Germany will shortly be resumed.

—The Prussians have evacuated Andelys and entered the Department of the Eure.

—Pedro II, Emperor of Brazil, is expected to arrive at Southampton, England, on the 8th inst.

—Emperor William of Germany has decided the San Juan question in favor of the United States.

—Thiers promises that whatever sentence is imposed on Assy and Rochefort shall be executed.

—The National Assembly has voted 1,053,000 francs for the purpose of rebuilding the house of President Thiers.

—The arrival of foreigners in Paris is daily increasing, but no one is allowed to depart from the city after nine o'clock in the evening, when the gates are all closed.

—It is said that a majority of the Assembly is in favor of abrogating the laws banishing the Bourbons, and also in favor of extending the Thiers Government to two years more.

—The members of the High Commission and Mr. Schenck, our new Minister to England, reached Liverpool on Saturday. Minister Schenck received an address of welcome from the Chamber of Commerce of that city.

—Papers have been discovered in Paris which show conclusively that the operations of the late Commune were controlled and directed, from London and Berlin, by the chiefs of the Workingmen's International Society.

—A letter from Father Hyacinthe, in the *Gaulois*, acknowledges the sympathy of Italy for France, and advises a union of the Latin races, as the balance of Europe is menaced by the preponderance of Germans and Sclavonians.

—There are now thirty-one Republican papers published regularly in Texas.

—Some of the Prussian railroads pay dividends as high as 24½ per cent. per annum.

—The Crown Princess of Prussia will next month publish her book on female labor.

—Alexander II gets $8,250,000 annually, or $25,000 per day.

—Berlin has upwards of fifty male and female fortune-tellers, all of whom are said to be liberally patronized by the foolish people of the new capital of Germany.

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—
Nemesis, Thursday, June 1, at 2 P. M
City of London, Saturday, June 3, at 2 P. M.
City of Washington, Saturday, June 10, at 12 M.
City of Dublin, via Halifax, Tuesday, June 13, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE
By Mail Steamer Sailing every Saturday.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Halifax	20	To Halifax	15

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents, No. 402 CHESNUT Street, Philadelphia.

NATIONAL STEAMSHIP COMPANY.

STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL.
The magnificent Ocean Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, and famous for the degree of safety, comfort, and speed attained.
CABIN RATES, CURRENCY,
$75 and $65. First class Excursion Tickets, good for twelve months, $130. Early application must be made in order to secure a choice of state-rooms.
STEERAGE RATES, CURRENCY,
Outward, $28. Prepaid, $32. Tickets to and from Londonderry and Glasgow at the same low rates. Persons visiting the old country, or sending for their friends should remember that these rates are positively much cheaper than other first-class lines.
Bank drafts issued for any amount, at lowest rates, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe.
Apply to *WALLER & CO., Agents, No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The JUNIATA will sail for New Orleans direct on Tuesday, June 13, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on —, June —.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, June 10, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, June 10.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington, N. C., on Thursday, June 8, at 6 A. M. Returning, will leave Wilmington Thursday, June 15.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent, No. 130 S. THIRD Street.

CLYDE'S STEAM LINES.—Office, No. 12 South WHARVES.
PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR-LINE TO THE SOUTH AND WEST.
Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street.
No bills of lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air-line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads.
Freights HANDLED BUT ONCE and taken at LOWER RATES than by any other line.
No charge for commissions, drayage, or any expense of transfer. Steamships insure at lowest rates.
FREIGHTS RECEIVED DAILY.
State-room accommodations for passengers.
WM. P. PORTER, Agent, Richmond and City Point. T. P. CROWELL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON, PHILADELPHIA and CHARLESTON STEAMSHIP LINE.
THURSDAY LINE FOR CHARLESTON.
The first-class Steamship EMPIRE, Captain Hinckley, will sail on Thursday, June 8, at 3 P. M., noon, from Pier 8, North Wharves, above Arch street.
Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc.
Rates of freight as low as by any other route.
For freight or passage apply on the Pier, as above.
WM. A. COURTENAY, Agent in Charleston.

FOR NEW YORK DAILY—VIA DELAWARE AND RARITAN CANAL.
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave DAILY from first wharf below MARKET Street, Philadelphia, and foot of WALL Street, New York.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.
Freight received daily and forwarded on accommodating terms.
JAMES HAND, Agent, No. 119 WALL Street, New York.

NEW EXPRESS LINE to ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad.
Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street.
Freights received daily.
HYDE & TYLER, Agents, Georgetown, D. C.
M. ELDRIDGE & CO., Agents, Alexandria, Va.

DELAWARE AND CHESAPEAKE TOW-BOAT COMPANY.
Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES, PHILADELPHIA.
WILLIAM P. CLYDE & CO., AGENTS
For all the above lines, No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained.

LORILLARD STEAMSHIP COMPANY
FOR NEW YORK,
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.
For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to
JOHN F. OHL,
PIER 19 NORTH WHARVES.
N. B.—Extra rates on small packages iron, metals, &c.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES.
The steam propellers of this company leave daily at 12 M. and 5 P. M.
Through in twenty-four hours.
Goods forwarded to any point free of commission.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue.

SHIPPING.

FOR SAVANNAH, GEORGIA
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTHWEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.
THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. GARRISON, Agent, No. 5 Bowling Green.
MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.
R. LOWDEN, Agent, No. 93 West street.
LEO, Captain Dearborn, from Pier No. 16 East River.
MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street.
GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.
LIVINGSTON, FOX & CO., Agents, No. 88 Liberty street.
Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $33; steerage, $28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS, No. 7 BOWLING GREEN.

WHITE STAR LINE
OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.
The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—
OCEANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.
These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.
Passenger accommodations unrivalled.
Parties sending for their friends in the old country can now obtain prepaid tickets.
Steerage, $32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.
J. H. SPARKS, Agent.

FOR ST. THOMAS AND BRAZIL UNITED STATES AND BRAZIL STEAMSHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.
MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent, No. 5 Bowling-green, New York.

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CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.
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JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES.

PROPOSALS.

IRON FOR LANDING PIER, NEAR LEWES DELAWARE.
UNITED STATES ENGINEER'S OFFICE, PHILADELPHIA, Pa., No. 1330 CHESNUT STREET, May 6, 1871.
SEALED PROPOSALS, in duplicate, of the form furnished by the undersigned, with a copy of this advertisement attached to each, will be received at this Office until 12 o'clock M. on MONDAY, the 12th day of June, 1871, for the supply of Wrought and Cast Iron required for this work.
The iron must be delivered on the railroad pier at Lewes, or at the works where made.
The bids will state carefully the proposed places of delivery, with the corresponding prices.
There will be required for the pier about one million eight hundred thousand pounds of rolled and hammered iron, and about three hundred and forty thousand pounds of cast iron.
The present letting will be for about 600,000 pounds of wrought iron and about 140,000 pounds of cast iron.
Specifications and drawings can be seen at this Office, where information will be supplied on application. Envelopes to be endorsed "Proposals for Iron."
J. D. KURTZ,
5 8 Lieutenant-Colonel of Engineers.

QUARTERMASTER'S OFFICE, UNITED STATES ARMY,
PHILADELPHIA, Pa., May 26, 1871.
SEALED PROPOSALS in triplicate will be received at this office until 12 o'clock M. on MONDAY, June 26, 1871, for building a brick or stone wall, with one double and one single iron gate, at the following named NATIONAL CEMETERIES, viz.:—
Culpeper C. H., Va., Fort Harrison, near Richmond, Va., and Beverly, N. J.
The rubbish resulting from the excavation for the walls to be removed from the grounds of each cemetery at the expense of the successful bidder.
Bidders will be required to specify the price per linear foot, and no bid will be entertained that does not conform to this requirement.
Plans, specifications, and blank forms for bids furnished by the undersigned.
HENRY J. HODGES,
5 26 6t Major and Quartermaster U. S. Army.

FRANKFORD ARSENAL
OFFICE A. C. S., PHILADELPHIA, Pa., May 15, 1871.
SEALED PROPOSALS in duplicate will be received at this office until 12 M., June 15, 1871, for furnishing the fresh beef required by the Subsistence Department, U. S. A., at this station during six months, commencing July 1, 1871. Information as to conditions, quality of beef, payments, etc., can be obtained by application to
WILLIAM PRINCE,
5 15 First Lieut. Ord., A. C. S.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (Old Stores).

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS,
No. 20 NORTH WHARVES
AND
No. 21 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY OF NORTH AMERICA,
Incorporated 1794.
CAPITAL $500,000
ASSETS January 1 1871 $3,050,536

Receipts of 1870	2,096,154	
Interests from Investments, 1870	137,050	
		$2,233,2
Losses paid in 1870		$1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,945
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	21,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.
ARTHUR G. COFFIN, PRESIDENT.
CHARLES PLATT, VICE-PRESIDENT.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.

DIRECTORS.

ARTHUR G. COFFIN,	FRANCIS R. COPE,
SAMUEL W. JONES,	EDW. H. TROTTER,
JOHN A. BROWN,	EDW. S. CLARKE,
CHARLES TAYLOR,	T. CHARLTON HENRY,
AMBROSE WHITE,	ALFRED D. JESSUP,
WILLIAM WELSH,	LOUIS C. MADEIRA,
JOHN MASON,	CHAS. W. CUSHMAN,
GEORGE L. HARRISON,	CLEMENT A. GRISCOM
WILLIAM BROCKIE.	

1829. CHARTER PERPETUAL. 1871
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '71, $3,087,452'35

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,687,452·35
INCOME FOR 1871, $1,900,000.	LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.
The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.
Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary.

INCORPORATED MARCH 24, 1820.
FIRE ASSOCIATION,
No. 34 NORTH FIFTH STREET,
PHILADELPHIA.
CAPITAL ..... $500,000.
ASSETS, JANUARY 1, 1871, $1,705,319·07.
STATEMENT OF THE ASSETS.

Bonds and Mortgages	$1,546,967·92
Ground Rents	22,980 33
Real Estate	55,920·79
U. S. Gov. 5-20 Bonds	45,000·00
Cash on hand	24,449·62
	$1,705,319·07

DIRECTORS.

William H. Hamilton,	Jesse Lightfoot,
John Carrow,	Robert Shoemaker,
George I. Young,	Peter Armbruster,
Joseph R Lyndall,	M. H. Dickinson,
Levi P. Coats,	Peter Williamson,
Samuel Sparhawk,	Joseph E. Schell.

Samuel Floyd.
WM. H. HAMILTON President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825.—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
	Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
OFFICE S. W. CORNER FOURTH AND WALNUT STREETS.
PERPETUAL AND TERM POLICIES ISSUED.
CASH CAPITAL (paid up in full) ..... $200,000·00
CASH ASSETS, December 1, 1870 ..... 600,388·00
DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John H. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary.
JACOB E. PETERSON Assistant Secretary.

FAME INSURANCE COMPANY,
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.
DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary.

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds.
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
No. 107 S. THIRD Street, Philadelphia.
CHAS. P. PREVOST CHAS. F. HERRING

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.
Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.
ASSETS OF THE COMPANY, November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000	State of New Jersey Six Per Cent. Loan	168,920·00
80,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	80,700·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
20,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
20,000	State of Tennessee Five Per Ct. Loan	16,000·00
7,000	State of Tennessee Six Per Ct. Loan	4,200·00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
1,650	Loans on Bond and Mortgage, first liens on City Properties	261,650·00
$1,260,150	Par. C'st, $1,264,447·34. M'k't v'l	$1,293·557·00
	Real Estate	56,000·50
	Bills Receivable for Insurances made	230,971·27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375 40
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
	Cash	142,911 73
		$1,820,727·97

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Joseph H. Seal,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Hugh Craig,	Spencer McIlvaine,
John D. Taylor,	Thomas P. Stotesbury,
George W. Bernadou,	John B. Semple, Pittsb'rg,
Wm. C. Houston,	A. B. Berger, Pittsburg,
H. Frank Robinson,	D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary.

ASBURY LIFE INSURANCE CO.
NEW YORK.
C. C. NORTH, President.
A. V. STOUT, Vice-President.
EMORY McCLINTOCK, Actuary.
JAMES M. LONGACRE,
MANAGER FOR PENNSYLVANIA AND DELAWARE,
Office, 302 WALNUT St., Philadelphia.
A. E. M. PURDY, M. D., Medical Examiner.
REV. S. POWERS, Special Agent.

Union Mutual Insurance Company
OF PHILADELPHIA.
INCORPORATED 1804.
Fire, Marine, and Inland Insurance.
Office, N. E. Cor. THIRD and WALNUT
LOSSES PAID SINCE FORMATION,
$7,000,000.
ASSETS OF THE COMPANY, JANUARY 1, 1871,
$255,397'89.
RICHARD S. SMITH, President.
JOHN MOSS, Secretary.

People's Fire Insurance Company,
No. 514 WALNUT Street.
CHARTERED 1859.
Fire Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid.
NO UNPAID LOSSES.
Assets December 31, 1870 ..... $128,851·78
CHAS. E. BONN, President.
GEO. BUSCH, Jr., Secretary.

ANTHRACITE INSURANCE COMPANY.
INCORPORATED 1854.
CHARTER PERPETUAL.
Office, No. 311 WALNUT Street, between Third and Fourth streets, Philadelphia.
This Company will insure against Loss or Damage by Fire, on Buildings, Furniture, and Merchandise generally.
Also, Marine Insurance on Vessels, Cargoes, and Freights. Inland Insurance to all parts of the Union.
DIRECTORS.

William Esher,	Lewis Audenreid,
Wm. M. Baird,	John Ketcham,
John R. Blakiston,	J. E. Baum,
W. F. Dean,	John B. Heyl,
Peter Sieger,	Samuel H. Rothermel.

WILLIAM ESHER, President.
WM. F. DEAN, Vice-President.
W. M. SMITH, Secretary.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
PHILADELPHIA, PA.,
Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
No. 42 N. FIFTH STREET.

Corn Exchange Bag Manufactory.
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts.
ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

AMUSEMENTS.

WALNUT STREET THEATRE.—EVERY EVENING THIS WEEK AND ON SATURDAY AFTERNOON, MR. JOSEPH JEFFERSON AS THE VAGABOND OF THE KAATSKILLS, RIP VAN WINKLE, THE POEM BY WASHINGTON IRVING, DRAMATIZATION BY BOUCICAULT, THE PERSONATION BY JEFFERSON. A fine cast of characters, scenery, and effects. Sale of seats six days in advance.

MRS. JOHN DREW'S ARCH STREET THEATRE, Begins at 8 o'clock.
RANK—RANK—RANK.
MONDAY, AND DURING THE WEEK,
LINA EDWIN,
AND HER ENTIRE COMPANY,
from LINA EDWIN'S THEATRE, New York, under the direction of
MR. GEORGE CLARK,
will appear in the beautiful drama,
"RANK,"
with appropriate scenery, music, etc.

DAVENPORT'S CHESNUT STREET THEATRE.
MONDAY EVENING, June 5,
ALL THAT GLITTERS IS NOT GOLD,
A TERRIBLE TINKER.
FRIDAY EVENING,
COMPLIMENTARY BENEFIT TO MR. E. L. DAVENPORT.

SIMPSON'S NEW MUSEUM AND MENAGERIE
N. W. COR. NINTH AND ARCH STREETS.
Open daily from 9 A. M. till 10 P. M.
POSITIVELY LAST WEEK
of the great sensation of the day, the
DOUBLE BABE,
pronounced by the press, public, and medical faculty to be the only wonder of the world.
EVERY EVENING, WEDNESDAY and SATURDAY MATINEES
THE OCTOROON.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA
CLERK'S OFFICE,
PHILADELPHIA, June 2, 1871.
In accordance with a resolution adopted by the Common Council of the City of Philadelphia on Thursday, the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes," is hereby published for public information.
JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE A LOAN FOR THE CONSTRUCTION OF CULVERTS AND FOR

Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET.

MONDAY, JUNE 5, 1871.

THE FUTURE FRENCH GOVERNMENT.

Now that the Commune has been crushed, many speculations are hazarded in regard to the future government of France. The nation has long been divided into three well-defined factions or parties, the Imperialists, the Monarchists, and the Republicans, the two latter being in turn subdivided—the Monarchists into Bourbons and Orleanists, and the Republicans into those who favor a national republic modelled after the United States or Switzerland, and those who would combine socialism and the most cruel and extravagant excesses under the banner of Red Republicanism.

The tendency of recent events has been to strengthen the monarchical party, but it remains to be seen whether they can acquire sufficient influence to regain power. It is reported that the long feud between the Bourbons and Orleanists has at last been healed by a recognition of the claims of the Count de Chambord, representing the old Bourbon line, with the understanding that at his death the succession shall pass to the representative of the presumed legal rights of the Orleanists. Count de Chambord, in his recent conciliatory manifesto, announced that if he was called to the throne he would treat all parties fairly, that he had no enemies to reward and no friends to punish; that he would assume no absolute powers; and that he would be guided in the practical management of public affairs by a Constituent Assembly or Parliament—in other words, that he would rule France very much in the same manner as Queen Victoria rules the United Kingdom. On only one point did he lay special stress—the duty of protecting Papal authority and defending the priesthood. Substantially, his platform combines a union of the two monarchical parties pledged to act fairly to other organizations, a promise of the establishment of a constitutional instead of an absolute monarchy, and a distinct avowal of warm devotion to Catholicism; and this combination renders him a formidable candidate for the French throne.

The Imperial party was so badly damaged by the blunders of Napoleon III that its restoration in his person is impossible. Its hopes are faint enough at best, but all those it now cherishes hinge on a Regency in the interest of the Prince Imperial. Napoleon, in losing the military prestige on which his dynasty was founded, well-nigh lost everything; and if the priesthood totally abandon his fortunes, partly to resent the abandonment of the Pope, and partly on account of the positive assurances held out to them by the Count de Chambord, it will be scarcely possible to restore any form of Bonapartism.

One other solution is possible. Despite the disgrace brought upon Red Republicanism in Paris, the Government which crushed the Commune and which has ruled the nation during the last few months illustrates the possibility of maintaining a comparatively just and rational species of republican government; and there is a chance that, after some minor modifications, it may be perpetuated. M. Thiers, its official head, declared a few weeks ago, in the most solemn manner, that he was profoundly attached to such a republic, and that he honestly believed it to be the form of government best adapted to the present needs of France. If he adheres steadfastly to this opinion, casting the whole weight of his influence in support of it, he may reap enduring and well-deserved fame by establishing a permanent French republic.

THE PRESENTMENT OF THE GRAND JURY.

THERE appears to have been an unusual amount of solid common sense in the composition of the Grand Jury of the May term, and their presentment contains a number of suggestions and points of information that are well worthy the attention of the public in general and of the constituted authorities in particular. This Grand Jury, unlike some of their predecessors, did not find everything lovely in the management of the various public institutions that came under their supervision, but, on the contrary, they saw numerous instances where radical changes and improvements were imperatively demanded. At the beginning of their presentment they alluded, as other grand juries have done, to the necessity of making the committing magistrates salaried officers, and thus removing from them the temptation to make wrongful commitments for the sake of the fees, but in addition to this they called the attention of the court to the fact that aldermen, as well as officers in the State House Row, from the Sheriff down to the lowest official, have the unenviable reputation of making exorbitant and extortionate charges. It is greatly to be feared that this unenviable reputation is much deserved by the Row officers, and it would be highly satisfactory if some citizen who has suffered at their hands would adopt Judge Finletter's suggestion, and commence a prosecution for misdemeanor in office.

In the County Prison the Grand Jury found the air damp and unwholesome from want of proper ventilation, and nearly all of the cells pervaded by an offensive odor highly injurious to the health of the prisoners. Many of the prisoners were unprovided with beds, and young and old were frequently huddled together in one cell, in a manner cruel and demoralizing in the extreme. As a partial remedy for these evils the Grand Jury recommend the immediate enlargement of the prison, but it is obvious that, in addition to this, measures should be taken for a more thorough ventilation of the present building. A large number of those confined in the County Prison owed their troubles directly or indirectly to the too free use of alcoholic drinks, and in this connection the Grand Jury recommend the passage of a local option law. They, however, animadverted severely upon the non-execution of the present laws for the regulation of the traffic in spirituous liquors. The Sunday law, in particular, is practically a dead letter, and saloons in all sections of the city carry on their business on Sunday without the slightest attempt at concealment.

The general management of the Almshouse was found to be satisfactory, the chief difficulty being in the overcrowding of the Insane Department. A remedy for this will shortly be provided in the new buildings now being erected.

With regard to the House of Refuge some very important suggestions were made. The manner in which the institution is conducted excited favorable comment, but the fact that nearly three-fifths of the children admitted were confined on complaint of or at the request of their parents or natural guardians, was alluded to as alarmingly significant. The Grand Jury, with good reason, considered this as an evidence of a disposition on the part of parents and others having the care of children to lightly throw off their most sacred responsibilities. In too many instances when, by reason of parental shortcomings, children become intractable, the parents, instead of honestly seeking to discharge their whole duty towards them, commonly evade it by transferring their offspring to the public charge. Others dispose of their young in this manner because their support is felt to be a burden. It is evident that there is an urgent necessity for reform in this matter, and the suggestion of the Grand Jury that such children as are admitted to the Refuge at the request of parents or guardians shall be maintained, wholly or in part by the same is a wise one. The regret expressed by the Grand Jury at the disuse of the time-honored custom of indenturing the young will be reciprocated by many of our best citizens. It is undoubtedly true that many of the worst evils that afflict society at present are attributable to the decay of the apprentice system.

The cleanliness, order, discipline, and especially the ventilation, of the Eastern Penitentiary were spoken of in commendatory terms as being in favorable contrast with the County Prison.

The presentment concluded with an expression of doubt as to the morality of the practice of licensing pawn shops, as many of them are by common repute receptacles of stolen property, and by a compliment to the Paid Fire Department upon its success.

The gentlemen who composed the Grand Jury deserve the thanks of the community for what appears to have been an earnest and intelligent effort to perform the important duties entrusted to them in a proper manner, and a better final presentment than that now under consideration has not been made for a long time.

THE CONQUEST OF ENGLAND.

THE account we print to-day of the invasion of England by Prussia in the year 1875, and the subsequent destruction of the British Empire, has created an unexampled excitement in Europe, and is pronounced the most remarkable magazine article of this generation. The author is said to be Colonel Hamley, of the British army. Assuming to be speaking in the year 1925, the writer tells his grandchildren the momentous story of the invasion, conquest, and annihilation of England fifty years before. The writer begins by describing the peaceful and happy condition of his country in the year 1871. England was then the market-house and the workshop of the world, and her prosperity was unexampled. But soon commenced the mistaken policy which resulted in her overthrow. Her deliberate self-deprivation of allies, caused by her treatment of France in the war with Prussia, the mismanagement of her colonies, and the miserable system of army and navy reduction insisted upon by the ministry in power,—these, and many other causes, combined to weaken the lately powerful empire to a pitiable degree. Finally Great Britain conceives the mad folly of annexing Holland. Prussia protests, and John Bull, with proverbial obstinacy and inconsistency, declares war. Events then succeed each other rapidly. An English fleet, sailing from London, is met by a Prussian armada a day's sail from the coast. The English fleet to a ship is destroyed by some newly-fashioned torpedo, the Admiralty having been warned of the device, but failing to profit by the information. The victorious Prussians land on the shores of England. The British army, such as it was at the best, was scattered all over the world, some of it in India, some in Australia, some in America. There was nothing to oppose the German veterans but a mob of hastily recruited volunteers and militia. These are described as being entirely destitute of a commissariat, and with officers who were brave but incompetent. The result was not to be doubted. Marching inland, the Prussians met the English at the town of Dorking, twenty-one miles from London. A battle ensued in which the English were all but annihilated. After this, of course, the occupation of the metropolis, and all of the great cities and towns. The German myriads overran the little island like ants. England's commerce was utterly destroyed, her colonial possessions were wrested from her, and she was saddled with a frightful war indemnity before the victors would leave the soil. When they did so depart, it was to leave Great Britain with no pretense to be ranked in the galaxy of nations. Such is the substance of this remarkable article. Fiercer and yet more quiet satire has been rarely penned. It draws blood at every touch, and yet so keen is the weapon that for the second the victim does not know how badly he is hurt. As a mere piece of story-telling it has been seldom equalled. The verisimilitude is complete. The supposed intimate relation of the writer with the scenes he describes has a most convincing effect, and the illusion is to the close wonderfully sustained.

THE REPUBLICAN REGISTRY.

To-morrow afternoon, between the hours of 4 and 8, the annual revision of the Republican registry lists will be made, and on the following Tuesday the primary elections will take place. If the convention held some time since for revising the rules of the party in this city had done its full duty, it would have established the "Crawford county system," whereby every Republican voter could express his first choice for a nominee for every office to be filled. The convention, however, embraced too strong an admixture of the professional politicians for such a radical reform, and they declined to surrender to the people the power which our defective party machinery has enabled them to usurp. The people being denied the privilege of being heard directly in the selection of standard-bearers for the party, it behooves them to make the most of the meagre opportunity to be heard which is presented. Therefore, let every Republican voter make it a point to ascertain to-morrow whether or not his name is on the registry list of his division, in order that he may have an opportunity to be heard at the primary elections of next week. The morning organ of the corrupt ring which expects to manipulate the nominations in its exclusive interest anticipates an average poll of one hundred votes in each of the 350 election divisions of the city; and if this anticipation should be fulfilled, an aggregate of 35,000 votes—or about two-thirds of the active Republicans of the city—would be polled. Such a heavy vote at a primary election has never been known in the past. If the members of the party would turn out in such large numbers, the rule of the ring would be brought to an end, and; by the presentation of decent and able candidates, the success of the Republican party in this city would always be a foregone conclusion. Although the masses of the party never have taken such general interest in the primary elections as is desirable, and would give a prospect of reputable nominations, it is not too late for a determined effort in this direction; and, as a preliminary thereto, *every Republican voter in the city should see that his name is down on the Registry list to-morrow afternoon.* Let all our readers attend to this urgent requirement of an honest, capable, and unimpeachable ticket.

THE COAL BILL.

WE understand that the bill pending for the appointment of three inspectors of the anthracite coal sold by retail in Philadelphia was passed at the late session of the Legislature and signed by the Governor. It provides that every ton of anthracite coal retailed here must consist of twenty-two hundred and forty pounds, and it is the duty of the inspectors to to see that this provision is rigidly enforced. Some such law was necessary to protect consumers from the tricks of light-weight coal dealers, but henceforth it is to be hoped that they will be compelled to furnish a full legal ton in all cases. In the absence of a proper check there is no telling how small a quantity of coal would eventually be furnished as a ton, and the importance of the subject is materially increased by the exorbitant prices of this great staple which are occasionally produced by strikes and other combinations.

OBITUARY.

Count Agenor Etienne de Gasparin.

The latest mail from Europe brings intelligence of the death recently at Geneva of Count Agenor Etienne de Gasparin, a distinguished French publicist, well-known in this country by his works on the Rebellion.

Count Gasparin was the son of a celebrated rural economist and Minister of State, and was born at Orange on the 4th of July, 1810. In early life he served as private secretary to M. Guizot, while the latter held the position of Minister of Public Instruction in the Cabinet of Louis Philippe, and subsequently acted in the same capacity to his father, when the latter held the office of Minister of the Interior. He also acted for a time as auditor to the Council of State, and in 1842 was elected to the Chamber of Deputies from Bastia. An earnest Protestant by birth and conviction, his career in the Chamber was distinguished by the advocacy of liberty for his co-religionists, and of the liberation of slaves. In 1846 he retired permanently from political life.

Count Gasparin was a voluminous writer. In addition to other works, he published "Slavery and the Slave Trade," in 1838; "Christianity and Paganism," in 1850; and "The School of Doubt and the School of Faith: an Essay on Authority in Religion," in 1856. The outbreak of the Rebellion in the United States afforded him the subjects for two remarkable works, which were translated and republished in this country, meeting with a large sale. These were "The Uprising of a Great Nation," published in 1861, and "America in the Presence of Europe," published in 1862.

During the recent war between Germany and France Count Gasparin wrote a series of newspaper articles advocating the making of Alsace and Lorraine neutral territory.

NOTICES.

WHITE MARSEILLES VESTS.
WHITE DUCK VESTS.
LINEN PANTS AND VESTS.
DUCK PANTS AND VESTS.
COLORED LINEN SACKS.
WHITE DUCK SACKS.
COSTUMES AND VOYAGE SACKS.
DRAB TRAVELLING SACKS.
ALPACA COATS.
DRAP D'ETE COATS AND SUITS.
LIGHT CASSIMERE SUITS.
BLUE FLANNEL SACKS.
BOYS' JACKETS AND PANTS.
CHILDREN'S FANCY SUITS.
THE MOST DESIRABLE GARMENTS.
THE BEST LOOKING GARMENTS.
THE BEST FITTING GARMENTS.
THE LOWEST-PRICED GARMENTS.

We would like the public to compare our goods and prices with any they can find elsewhere.

WANAMAKER & BROWN,
WANAMAKER & BROWN,
WANAMAKER & BROWN,
OAK HALL,
OAK HALL,
OAK HALL,

THE LARGEST CLOTHING HOUSE IN AMERICA,
S. E. COR. SIXTH AND MARKET STREETS.

SHAFTING AND GEARING, PULLEYS Hangers and Couplings, Speeds calculated, Shafting and Gearing arranged.
GEORGE C. HOWARD,
5 9m 6 No. 17 S. EIGHTEENTH Street.

CLOTHING.

SUMMER SUITS

UNDERSTAND that we sell UNDER everybody else's price. U

MATERIALS the best in the world. MADE UP in exquisite style. M

MEN and BOYS can enjoy MUCH COMFORT in our thin suits. M

ELEGANT Light Suits. EXQUISITE Dress Suits. E

ROCKHILL & WILSON offer at REDUCED RATES their whole lot of R

SUMMER SUIT S

Great 603 and 605.
Brown 603 and 605.
Hall, 603 and 605.
Chesnut 603 and 605.
Street. 603 and 605.

ROCKHILL & WILSON.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL
HOTEL
PHILADELPHIA, PA.

FINE CLOTHING TO ORDER

FOR GENTLEMEN

Elegant Styles in Light and Dark Mixed.
Plaid and Striped Suitings.
Diagonal Coatings of beautiful design and fabric.
Handsome styles in Pantaloon Cassimeres.
White, Brown, and Fancy Linens, Drills, etc.
Drap d'Ete, Alpacas, Ducks, Bamboo Cloth, etc.

WESTON & BROTHER,
TAILORS,
S. W. Corner NINTH and ARCH Sts,
PHILADELPHIA.

A full assortment now in store
OF THE CHOICEST NOVELTIES OF THE SEASON
FOR GENTLEMEN'S WEAR.
A SUPERIOR GARMENT AT A REASONABLE PRICE. 4 8 3mrp

FURNITURE.

SPECIAL CARD.

In presenting our advertisement for a great Public Sale of Furniture of the finest of our manufacture, at the large Second-Story Rooms of M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street, on June 9, we will only say to purchasers that they can rely on the quality of every article. The Spring business for Fine Furniture has been excessively dull, and we take this means of reducing stock to enable us to make room for the product of our Factory intended for our fall sales.

G. J. & J. A. HENKELS.
6 2 3t4p

NOTICE.

G. W. LEWIS,
GREAT AMERICAN FURNITURE DEPOT,
S. W. Corner 12th and MARKET,
ENTRANCE No. 1212.

This establishment is without a rival, being the leading house of the day.
WHOLESALE TO ALL.
N. B.—We will undersell the lowest estimate of any other establishment in the business.
6 2fmwrp S. W. corner TWELFTH and MARKET.

OPTICIANS.

SPECTACLES.

MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS
AT REDUCED PRICES.
JAMES W. QUEEN & CO.,
7 30 mwf4p No. 924 CHESNUT Street, Phila.

DRY GOODS.

SECOND STREET, BELOW MARKET.

EDWIN HALL,
No. 28.

Fashionable Silks.

Fashionable Summer Silks at Reduced Prices.

Check Silks, $1·00.
Check Silks, $1·25.
Grey Stripes, $1·25.
Colored Stripes, $1·25.
Black and White Stripes, $1·25.
Pin Stripes and Checks.
A Beautiful Assortment of Stripes.
Mourning Stripes.
Colored Silks.
Silks and Satins for Trimmings.
Japanese Silks.
Japanese Robes.
Black Silks for Trimmings.
Superior Qualities of Black Silks.

Hernanies.

BLACK SILK AND WOOL HERNANIES AT REDUCED PRICES.

Black Hernanies, 50c.
Diamond Grenadines, 50c.
Black Hernanies, 62½c.
Black Hernanies, 75c.
Black Hernanies, 85c.
Black Hernanies, $1·00.
Black Hernanies, $1·10.
Black Hernanies, $1·25.
Black Hernanies, $1·35.
Black Hernanies, $1·50.

Silk-finish Linings for them at 25c. per yard.

Dress Goods.

FASHIONABLE DRESS GOODS CLOSING OUT AT REDUCED PRICES.

Twilled Silk Pongees,
Plain Silk Pongees,
Norwich Poplins,
Summer Poplins,
A Great Variety of Suit Materials,
Blue and White Plaids,
Black and White Plaids,
Chene Mixtures,
Japanese Mixtures, 25c.,
Stripes and Plaids,
With lots of Cheap Dress Goods.

Grenadines.

Rich Figured Grenadines.
Black Grounds, Rich Styles.
White Grounds, Rich Styles.
Stripes Grenadines, 28 and 31c.
Figured Grenadines, 31c.
Figured Hernanies, 37½c.
Broche Figures Grenadine, 18c.

SUMMER DRESS GOODS.

SUMMER DRESS GOODS AT VERY LOW PRICES.

200 Lawn Robes.
Side Band Lawns.
Rich Organdies, 25 cents.
Jaconet Lawns.
Brown-ground Lawns.
Mourning Lawns.
Pink, Buff, Blue, and Green Lawns.
Pink, Buff, Blue, and Green Percales.
Striped Percales.
Figured Percales.
Band Percales.
Striped Chintzes.
Figured and Striped Calicoes.

Lace Goods, Etc.

Black Lace Sacques.
Black Lace Pointes.
Black and White L. Rotundas.
Shetland Shawls, Real and Imitation.
Summer Shawls.
Fancy Carriage Wraps.
Linen Suits.
Linen Dusters

White Goods.

WHITE GOODS DEPARTMENT.

French and Swiss Muslins.
Victoria and Bishop Lawns.
Plain and Plaid Nainsooks.
Hamburg Edgings and Insertings.
Puffed and Tucked Muslins.
Corsets and Hoop Skirts.
Gloves, Hosiery, and
Summer Underwear.
Neck-ties and Sashes.

Miscellaneous.

Buff and Chocolate Linens.
Striped Linens.
Striped P. K.
Figured P. K.
Corded P. K.
Fancy Linens for Boys' Wear.
White Linen Drillings.
White Terry for Vests.
Real Calcutta Seersuckers for Coatings.
Imitation do.
A Full Line of Boys' Wear, from 50c. to $1·75.

Table Linens, Etc.

Table Linens, Napkins.
Towellings, Turkish Towels.
Patent Dusters.
Summer Bed Spreads.
Sheetings, Shirtings, Gauze Flannels.
Angola Flannels, Bathing Flannels.
Ice Blankets, Piano Covers, Table Covers.
Colored Tarlatans, Pink and White Net.
Mosquito Netting.

EDWIN HALL,
SECOND ST., Below Market.
No. 28. 6 5 tf4

DRY GOODS.

JOHN W. THOMAS & CO.,
Nos. 405 and 407 N. SECOND Street,
Have just received a Fresh Assortment of
LLAMA LACE POINTES
AND
LLAMA LACE SACQUES,
Which they offer at
Exceedingly Low Prices.
3 22 wfm3mrp

SILKS, SHAWLS AND DRESS GOODS

GEORGE FRYER,
No. 916 CHESNUT STREET,
Invites attention to his stock of
SILKS OF ALL KINDS,
INDIA AND OTHER SHAWLS.
Novelties in Dress and Fancy Goods,
INDIA, PONGEE, AND CANTON CRAPE IN SHAWLS AND DRESS GOODS. [4 13 2mrp

PARASOLS, 75c., $1, $1·25; LINED, $1·25, $1·50, $1·75; Silk Sun Umbrellas, 90c., $1, $1·25, $1·50, at DIXON'S, No. 21 S. EIGHTH St. 4 8 tf

JEWELRY AND SILVERWARE.

BAILEY & Co

CHESNUT and TWELFTH Sts.,

Invite special attention to their stock of

PLATED WARE,

WHICH WILL BE FOUND TO EMBRACE ALL THE NEWEST STYLES.

Quality Guaranteed.
5 1 mwf3rp

ROBBINS CLARK & BIDDLE

SPECIAL AGENTS
FOR THE
Waltham Watch Company.
THE LARGEST STOCK AT
Lowest Prices.
1124 CHESNUT STREET, 1124
6 5 mtuth3t PHILADELPHIA.

PIANOS.

STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.
Special attention is called to their
PATENT UPRIGHT PIANOS.
CHARLES BLASIUS,
Warerooms, No. 1006 CHESNUT Street, Philadelphia. 4 13 tfrp

CHICKERING SONS,
Grand Square and Upright Pianos.
GREAT REDUCTION.
FIXED PRICES.
DUTTON'S PIANO ROOMS,
5 16 1m4p1m Nos. 1126 and 1128 CHESNUT St.

PIANOS AND ORGANS.
GEO. STECK & CO.'S,
BRADBURY'S,
HAINES' BROS',
PIANOS,
AND
MASON AND HAMLIN'S CABINET ORGANS.
GOULD & FISCHER,
No. 923 CHESNUT Street.
J. E. GOULD. No. 1018 ARCH Street.
WM. G. FISCHER. 1 17 tf4p

FINANCIAL.

TRAVELLERS' CREDITS.

Our Letter of Credit gives the holder the privilege of drawing either on
DREXEL, HARJES & CO., Paris,
IN FRANCS,
OR ON
Messrs. A. S. PETRIE & CO., London,
IN STERLING,
As may be found most convenient or profitable, and is available throughout Europe. To parties going abroad we offer special facilities, collecting their interest and dividends during their absence without charge.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
PHILADELPHIA

LOST.

LOST OR MISLAID—TWO PERPETUAL POLICIES OF INSURANCE, issued by the Trustees of the Fire Association of Philadelphia: one to MARY DONOHUE for $1500, dated February 2, 1850, No. 14928·30, and one to MARY QUINN for $1500, dated July 24, 1854, No. 22104 5. Information will be received by
WILLIAM KNIGHT SHRYOCK,
Administrator Estate of John Donohue,
6 1 6t* No. 16 North SEVENTH Street, Phila.

FIFTH EDITION

THE LATEST NEWS.

Evening Cable News.

Important Railway Transfer.

The Typographical Convention.

The Chicago Church Troubles

Rev. Mr. Tyng Supports Mr. Cheney.

The San Juan Question.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

England and China United by Telegraph.

LONDON, June 5.—The submarine cable between Singapore and Hong-Kong was successfully completed on Saturday, the 3d inst. London is now in direct telegraphic communication with China.

This Evening's Quotations.

LONDON, June 5—4:30 P. M.—Consols for money, 91⅞; for account, 91⅞. U. S. 5-20s of 1862, 90½; of 1865, old, 90⅜; of 1867, 92⅛; 10 40s, 88¾.

LIVERPOOL, June 5—4:30 P. M.—Cotton firm; uplands, 8@8⅛d.; Orleans, 8⅛d. Sales 20,000 bales, including 6000 for export and speculation.

FROM THE WEST.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Cheney Church Troubles—Rev. Mr. Tyng to the Fore.

CHICAGO, June 5.—Rev. S. H. Tyng, Jr., of New York, who preached yesterday for Mr. Cheney, had previously received a note from Bishop Whitehouse notifying him of Cheney's deposition and reminding of the canon forbidding participation in services with deposed clergymen. Mr. Tyng paid no heed to the letter, but preached both sermons, Cheney reading the morning and evening services for him, and the two gentlemen uniting and administering the Eucharist. The congregation was the largest ever assembled in Christ Church.

In the evening even the chancel and vestry were crowded, and hundreds were obliged to go away, unable to obtain even standing room. In the morning sermon no allusions were made to the existing troubles, but in the evening the sermon bore more directly upon them, the text being:—"Jesus heard they had cast him out, and when He had found him He said unto him, Dost thou believe in the Son of God?"—John ix: 35.

Mr. Tyng, among other things, said, when the Church interferes with the rights of individual conscience, illuminated by the word of God and liberty of the Christian in his relations to His word, then the Church becomes Antichrist, for it assumes the functions of Christ, and substitutes itself in Christ's stead.

At such a time of apostacy from Christ and His truth, it is a blessing to be excommunicated, for the "cast-outs" of the Church are found the followers of Christ. This passage was received with applause, which Mr. Tyng immediately checked, reminding his auditors that they were in the Church of God, and not in a lecture-room.

Mr. Tyng concluded by exhorting his hearers to hold fast to the old Catholic doctrine:—"In essentials unity (in non-essentials liberty), in all things charity."

Fatal Accident.

MILWAUKEE, June 5.—Byron R. Squires, an old telegrapher, formerly superintendent of the telegraph lines from St. Louis to St. Paul, fell from a train on the Northern Pacific road last Friday, and was fatally injured.

FROM BALTIMORE.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Typographical Convention—Election of Officers.

BALTIMORE, June 5.—M. R. Walsh, of New York, was elected First Vice-President, and J. A. Cushley, of Baltimore, Second Vice-President. John Collins, of Cincinnati, was re-elected Secretary and Treasurer by acclamation, and Frederick K. Tracey, of Chicago, Corresponding Secretary.

The Convention then at 1:45 P. M. adjourned till 3 o'clock.

Baltimore and Ohio Railroad Company.

Fisher & Son, bankers of this city, to day purchased from the proper State authorities between five thousand and five thousand five hundred shares of common stock of the Baltimore and Ohio Railroad Company, being the entire interest of the State in the common stock of the road, at $140 per share.

The sale was made under an act of the last session of the Legislature to meet the indebtedness of the State on bonds matured in January last. By this sale the State will lose two directors of the company, and the amount realized by the sale of common stock being insufficient to pay the bonds matured, a further sale of preferred stock owned by the State will probably be necessary, when the State will lose more directors of the company.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

Important to Shippers.

WASHINGTON, June 5.—The Secretary of the Treasury will soon issue a circular to customs officers requiring them to enforce the laws of Congress requiring all vessels in the coasting trade, whether sailing from port to port within a district, or from one district to another, to be supplied with a manifest. There having been much neglect among collectors in various ports in enforcing the law in this regard, particularly so where vessels trade between ports with cargoes consisting of a single article of commerce, the Secretary has determined to apply the same rule to all, requiring all masters of vessels to produce a manifest whenever called upon to do so.

FROM THE DOMINION.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The San Juan Question.

TORONTO, June 5.—The Canadian papers ridicule the report telegraphed from Berlin, to the effect that Emperor William has decided the San Juan question in favor of the United States. As the treaty referring this matter to his arbitration has not yet been fully ratified, arbitration on any question is of course yet impossible.

FROM NEW YORK.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Fallen Building Disaster.

NEW YORK, June 5.—Two boys, John Ward, aged fifteen, and John Madden, aged twelve, have been rescued alive from the debris in Church street, but are seriously injured. It is thought a man is still under the debris.

FROM NEW ENGLAND.

[BY ASSOCIATED PRESS.]

Exclusively to The Evening Telegraph.

The Indian Visitors.

BOSTON, June 5.—The Indian visitors called on Mayor Gaston to-day, and were subsequently treated to a harbor-steamboat excursion.

CITY ITEMS.

ST. JAMES HOTEL, BOSTON.—If our friends will kindly inform us, either by telegram or by letter, of their intended arrival, we shall be better prepared for their comfort. The reputation of this new and elegant establishment is such as to require no comment.

Transient board FOUR DOLLARS per day.

Proprietor ST. JAMES HOTEL, BOSTON.

MOTHERS MAY DEPEND UPON IT.—Trying and critical indeed is the teething period, but relief is afforded by the timely use of MRS. WINSLOW'S SOOTHING SYRUP.

BURNETT'S KALLISTON—The best cosmetic.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

BURNETT'S COCOAINE—A perfect hair-dressing.

MARRIED.

COLE—SCHEIB.—On the 29th of May, 1871, by the Rev. John G. Wieh, Mr. JOSEPH COLE to Miss MARY A. SCHEIB, both of this city.

DIED.

ABRAHAM.—On the 4th instant, MARY ABRAHAM, widow of Isaac Abraham, deceased, in the 92d year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her daughter, Mary D. Hauptman, No. 511 South Eleventh street, on Wednesday afternoon, at 4 o'clock. To proceed to Monument Cemetery.

ALLEN.—On the 2d inst., DAVID ALLEN, aged 75 years, after a painful and lingering illness.

The relatives and friends of the family are respectfully invited to attend the funeral, on Tuesday afternoon, at 3 o'clock, from his late residence, No. 140 Main street, Burlington, N. J.

CONWAY.—On the 3d inst., THOMAS CONWAY, M. D., in his 56th year.

The relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday afternoon, the 7th inst, at 3 o'clock, from his late residence, No. 844 Franklin street. To proceed to Central Laurel Hill.

HOWELL.—On the 3d instant, CHARLES, son of the late John A. Howell, in the 33d year of his age.

Funeral from the residence of his mother, No. 233 North Eighteenth street, Tuesday, June 6, at 3 P. M. Relatives and friends are invited to attend.

PARVIN.—On the 3d instant, at the Pennsylvania Hospital, CHARLES R. PARVIN, M. D., son of the late Rev. Robert J. Parvin, aged 21 years.

His friends are invited to attend the funeral, from the residence of his grandfather, Thomas Singer, Esq., No. 1503 Poplar street. Services to be held at the Church of St. Matthias, Nineteenth and Wallace streets, on Tuesday next at 4:30 P. M.

SCHOBER.—On the 3d instant, GEORGE SCHOBER, aged 57 years.

His relatives and friends are respectfully invited to attend his funeral, from his late residence, No. 657 North Eleventh street, on Wednesday, 7th inst., at 3 o'clock P. M. To proceed to Laurel Hill.

WITHERS.—On the morning of June 5, JOSEPH S. WITHERS, aged 33 years.

Due notice will be given of the funeral.

THE AMERICAN

Life Insurance Company

OF PHILADELPHIA,

S. E. CORNER FOURTH AND WALNUT.

ASSETS OVER.....$3,000,000

TRUSTEES.

Alexander Whilldin,	Hon. Alex. G. Cattell,
George Nugent,	Isaac Hazlehurst,
Hon. James Pollock,	James L. Claghorn,
J. Edgar Thomson,	Henry K. Bennett,
Albert C. Roberts,	L. M. Whilldin,
Philip B. Mingle,	George W. Hill,

John Wanamaker.

PRESIDENT,
GEORGE W. HILL.
VICE-PRESIDENT,
GEORGE NUGENT.
ACTUARY,
JOHN G. SIMS.
SECRETARY AND TREASURER,
JOHN S. WILSON.

5 19 fmw3m

FINE READY-MADE

CLOTHING,

COMBINING STYLE, DURABILITY AND EXCELLENCE OF WORKMANSHIP.

Jones'

ONE-PRICE

ESTABLISHMENT,

604 Market Street,

GEO. W. NIEMANN.

Handsome Garments made to order at the shortest notice. 13 smw tf

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

☞ H. M. DALY'S WHISKY WAREROOMS, Nos. 222 S. FRONT Street and 139 DOCK St. IMMENSE STOCK OF THE BEST BRANDS IN ORIGINAL BARRELS.

Among which may be found the celebrated "GOLDEN WEDDING," Bourbon of ancient date; Wheat and Rye Whiskies, all pure from manufacturers (in original packages), including those well-known distillers,

THOMAS MOORE & SON,
JOSEPH S. FINCH & CO., and
THOMAS MOORE.

The attention of the trade is requested to test these Whiskies, at market rates. 2 4smw§

☞ HEADQUARTERS UNION REPUBLICAN CITY EXECUTIVE COMMITTEE.

JUNE 1, 1871.

At a meeting of the committee held on the above date, the following notice was ordered to be given to the Republican voters of Philadelphia.

The registering officers of the various divisions will meet on TUESDAY, June 6, between the hours of 4 and 8 o'clock P. M., at the regular places of holding elections, or at such places as may be provided by the registering officers, for the purpose of correcting the registry of Republican voters.

The annual primary election for delegates to the various conventions will be held on TUESDAY, June 13, between 4 and 8 o'clock P. M., at the same places.

All vacancies in election divisions of the election or registering officers will be filled by the members of the Executive Committee of said division, in conjunction with the remaining election officers; and where new election divisions have been created, that the election of officers and members of the Executive Committee be appointed by the members of the Executive Committee and the election officers of the old division to which said new division originally belonged.

Due notice will be given of the places of meeting of the various conventions, and the persons selected to temporarily organize the same.

JOHN L. HILL,
Chairman.

JOHN MCCULLOUGH, M. C. HONG, } Secretaries. 6 2 3t

☞ PARTICULAR ATTENTION PAID TO COMFORT and Style in Gentlemen's Boots and Shoes, at BARTLETT'S, 2 20tf No. 33 S. SIXTH Street, above Chesnut.

SPECIAL NOTICES.

☞ A FEW PLAIN FACTS FOR THE CONsideration of the Stockholders of the United Companies of New Jersey.

The net earnings of the United Companies for the past few years have averaged but about eight per cent. The funds required to make up the ten per cent. dividends were taken from a reserved fund, which is now exhausted.

The net earnings of the last four years have averaged only something over eight per cent. and for the past year were less than seven per cent.

If the lease should not be concluded, a rival road would undoubtedly be built by the Pennsylvania Railroad Company.

What would be our earnings then?

Would there be any reasonable prospect that they will equal those even of last year?

The Western business would be lost entirely, and probably half the Southern. Of the Philadelphia and New York business proper perhaps half might be retained, but at reduced and ruinous rates. The interest of the debt, however, would not be reduced, but increased. A million of debt will be added this year. No lease simply means a competing road and a diminished business at reduced rates.

The lease guarantees a clear net ten per cent., payable quarterly. In addition to the guarantee of the Pennsylvania Railroad Company we have the security of our own works, and the additions that must constantly be made to them. The security is practically perfect.

Before the negotiations for a lease began the stock had fallen to 113; as the prospects brightened it rose to 130; and had it not been for the efforts of a few interested persons, who are now endeavoring to defeat the lease, it would be quoted at 135. When the lease is consummated those having most experience concede that it will sell for over 140. The commonsense public are willing to pay that price for a steady security, paying a fixed income of ten per cent., while they will not give 115, and perhaps not par, for an unreliable, fluctuating stock, that may not hereafter earn the six and a half per cent. of last year.

But it is urged that State pride should intervene, and not allow these works to pass out of the hands of the citizens of the State of New Jersey into the control of those of another. We can see no force in the objection, even if the facts on which it is founded were true—which, however, they are not.

For many years these works were owned and controlled by Jerseymen. The force of circumstances and lapse of time have, however, changed the situation; the majority of the stock, and consequently the control, passed some years since into the hands of citizens of other States, who now own about three-fourths of the stock. The objection, therefore, has no vitality or force. The works are already under the control of non-residents. We have cheerfully acquiesced in it, not believing it would be for the true interests of the State to oppose it. To part willingly with the substance, and then bemoan the absence of the shadow, would scarcely become practical business people.

A good, honest, healthy State pride has always been a characteristic of Jerseymen, but it has always been guided by strong common sense and not by a false sentiment.

As far as the true, direct interests of the State are concerned, the lease will affect them most favorably.

Our system of roads, instead of being isolated and detached from the other great works of the country, will be brought into intimate and direct contact with them; freight or passengers passing from or to the State will have greater facilities. Deliveries will necessarily be more prompt, and charges simplified and reduced. This is a matter of great practical importance to every citizen in the State, whose interests must necessarily be directly or indirectly benefitted thereby.

As is well known, a marked feature in the Pennsylvania Railroad management is its great attention to its local business. Conceiving, truly, that the prosperity of a road, and of the country which it traverses, were, in a great measure, identical, their policy has been to foster local interests along the line of their own roads in Pennsylvania, and of their leased roads of Ohio, Illinois, and Indiana. The effect of this wise arrangement can be readily seen.

Possessed of larger means and resources than the United Companies, they will be able to carry out this enlarged policy by extending all the facilities that the local requirements demand.

Additional capital coming into the State to enlarge and develop our resources is a subject of congratulation, and a short experience will soon prove that the lease is greatly to the advantage of both citizens and stockholders.

The directors voting against the lease were:—Messrs. Ashbel Welch, W. H. Gatzmer, Benjamin Fish, Charles Macalester, A. W. Markley, R. S. Conover, M. A. Howell, D. A. Gregory, and N. Perry.

Of these nine gentlemen, seven hold salaried positions and one a towing contract, and held about two thousand shares of stock at the time the vote was taken.

The directors who voted for the lease were:—Messrs. John M. Read, John Jacob Astor, Cambridge Livingston, John G. Stevens, Robert F. Stockton, H. R. Remsen, George R. Chetwood Isaac W. Scudder, Samuel Welsh, Moses Taylor, A. L. Dennis, D. B. Gill, W. G. Cook, W. W. Shippen, Ferdinand Suydam, and G. M. Dorrance.

Of these latter, five hold salaried positions, eleven do not. The stock held by them, or represented by them for their families, amounts to over eighteen thousand shares.

In conclusion, it is a source of great satisfaction to be assured that the great mass of the employes will be retained in the positions they have so creditably filled—some of them for many years.

It is true the lease may affect the positions of a very few gentlemen holding some of the highest offices. While this is to be deplored, yet their interests should yield to yours. Stockholders who wish to make their dividends secure and protect their property should send in their assent to the lease without delay.

1t A STOCKHOLDER

☞ HERD-BOOK JERSEYS.—AN EXHIBITION for competition of HERD-BOOK JERSEY COWS, HEIFERS, and YOUNG BULLS, for Pennsylvania and New Jersey, will be held at HERKNESS' BAZAAR, Philadelphia, commencing MONDAY, noon, June 5, and ending THURSDAY, June 8.

There will be choice animals from the herds of Massey, Twaddill, S. J. Sharpless, Howe, Potts, Lusson, C. L. Sharpless, and others.

CHARLES L. SHARPLESS,
For the Committee.

Admittance 25 cents. 6 3 3t

☞ AID BEDFORD STREET MISSION.—STRAWBERRY FESTIVAL AT CONCERT HALL, Chesnut street, above Twelfth.

EVENING OF WEDNESDAY, 7th instant.

Tickets sold by Perkinpine & Higgins, No. 56 N. Fourth street; George Milliken, No. 1128 Chesnut street; Rev. John Long, Missionary, No. 619 Bedford street; or any of the managers of the Mission. 6 3 3t

☞ EIGHTEENTH WARD, FIFTH DIVISION.—Republicans, Take Notice.—The Annual Primary Election will be held at the House of ALBERT DAGER, No. 1402 BEACH Street, on TUESDAY, June 13th, 1871, between 4 and 8 o'clock P. M.

By order of the Executive Committee and the election officers. 15*

☞ THIRTEENTH WARD.—THE REPUBLICAN VOTERS will meet in their respective Divisions on TUESDAY, June 6th, at 8 o'clock P. M., to organize for the ensuing year.

By order of the Ward Executive Committee,
A. M. FOX, President.
JAMES W. SAYRE, Secretary. 6 5 2t

☞ OFFICE OF THE CHESTNUT HILL RAILROAD COMPANY, No. 23 MERCHANTS' EXCHANGE, PHILADELPHIA.

The quarterly dividend of THREE PER CENT. will be due and payable on and after MONDAY, June 5th. H. C. COLKET,
6 22t* Treasurer.

THE BEST COAL.

ISAAC K. WRIGHT & SON,

No. 124 South SECOND Street.

YARDS—Corner EIGHTH and MASTER Sts. and wfm1} No. 618 SWANSON St. above Queen.

FIRE AND BURGLAR PROOF SAFE

SAFES MARVIN & CO.'S FIRE-PROOF ALWAYS DRY, BURGLAR-PROOF 721 CHESTNUT Street

SAFES MARVIN & CO.' FIRE-PROOF ALWAYS DRY, BURGLAR-PROOF. 721 CHESTNUT Stree

SAFES MARVIN & CO.'S FIRE-PROOF ALWAYS DRY, BURGLAR-PROOF. 721 CHESTNUT Street.

5 5 fmw6m

NO STORE ON

CHESNUT STREET.

CORNELIUS & SONS'

RETAIL

SALESROOMS,

821 CHERRY St.

GAS FIXTURES.

FOR SALE.

FOR SALE.

"SPRING LAKE."

An elegant country seat at Chesnut Hill, Philadelphia, ten minutes walk from depot, and five hundred yards from Fairmount Park; lawn of nearly nine acres, adorned with choice shrubbery, evergreen, fruit and shade trees. A most healthy location, views for 40 miles over a rich country, modern pointed stone house, gas, water, etc., coach, ice, and spring houses, never failing spring of purest water, (LAKE FOR BOATING), all stocked with mountain trout, carp, etc., beautiful cascade, with succession of rapids through the meadow.

Apply to J. R. PRICE, on the premises. 4 25

FOR SALE,

HANDSOME RESIDENCE,

WEST PHILADELPHIA.

No. 3248 CHESNUT Street (Marble Terrace),

THREE-STORY, WITH MANSARD ROOF, AND THREE-STORY DOUBLE BACK BUILDINGS.

Sixteen rooms, all modern conveniences, gas, bath, hot and cold water.

Lot 18 feet front and 129 feet 2 inches deep to a back street.

Immediate possession. Terms to suit purchaser.

M. D. LIVENSETTER,
4 18 No. 129 South FOURTH Street.

PUBLIC SALE.

POINTED STONE MANSION

and lot 100 by 300, extending from Hancock street to Germantown Railroad, at Shoemaker Lane Station, adjoining Mansions of Messrs. Cabeen, MacKellar, Clements, and others.

Further particulars in auctioneers' bills. Keys at station. To be sold at Philadelphia Exchange, June 6, 1871, by

6 2 2t* M. THOMAS & SONS.

WEST PHILADELPHIA.

THE NEW, VERY HANDSOME, AND CONVENIENT BROWN-STONE RESIDENCES,

With Mansard roof, Nos. 4202, 4204, and 4206 KINGSESSING Avenue, situated among the most costly improvements of this beautiful suburb. Horse cars pass each way within one square—each house contains all modern improvements, bath, hot and cold water, stationary washstands, bell-calls, range, two furnaces, bay windows, etc., etc., and is built upon A LARGE LOT,

more than 75 feet deep; the rear of the houses has an unobstructed out-look upon the

WEST PHILADELPHIA PARK.

ABRAHAM RITTER,
6 2 1m No. 625 WALNUT Street.

COUNTRY AND CITY PROPERTIES FOR SALE, RENT, and EXCHANGE in great number and varieties by J. MAX GREEN,
5 6 1m No. 809 CHESNUT Street.

CARRIAGES.

GARDNER & FLEMING,

CARRIAGE BUILDERS,

No. 214 South FIFTH Street,

BELOW WALNUT.

A LARGE ASSORTMENT OF

LIGHT CARRIAGES,

INCLUDING PHAETONS, JENNY LINDS, BUGGIES, ETC.,

ALWAYS ON HAND.

All WORK WARRANTED to be of the best WORKMANSHIP and MATERIALS.

Also, an assortment of SECONDHAND CARRIAGES for sale at reasonable prices.

Special attention given to REPAIRING, REPAINTING, and VARNISHING.

LADIES' LINEN SUITINGS

AT

MILLIKEN'S,

1128 CHESNUT Street and 828 ARCH Street.

BEST ASSORTMENT IN THE CITY.

Selling Retail at about Wholesale Prices.

PLAIN BUFF LINEN LAWNS, MODE COLORED LINENS.
FINE NATURAL FLAX COLORED LINENS, CHOCOLATE COL'D LINENS.
PRINTED LINEN CAMBRIC DRESSES.
FINE WHITE LINEN CAMBRIC DRESSES.
NEW PRINTED IRISH LINENS.

Fine assortment of Victoria Lawns, Bishop Lawns, Swiss and India Mulls, Tarlatans, French Muslins, Nainsooks, Soft-finish Cambrics, etc. etc.

BARGAIN LOT OF IRISH LINENS.

A few pieces of REAL GOOD IRISH LINEN, suitable for Shirting or for Ladies' use, at 37½ cents per yard; regular price 50 cents.

Also, a few more pieces of the FINE LINEN at $5 PER PIECE.

REAL ESTATE AT AUCTION.

PUBLIC SALE.

THOMAS & SONS, Auctioneers.

A Valuable and Productive

OIL FARM

Of 220 Acres, and a Large Amount of Machinery, Tubing, Tanks, Etc.

ALL IN GOOD ORDER.

The following described Real Estate and Personal Property, known as the

"Cornplanter Oil Farm,"

Situate on both sides of OIL CREEK, in Cornplanter township, Venango county, Pa., and about two miles from Oil City, will be sold for cash, to the highest bidder, at public sale, at the PHILADELPHIA EXCHANGE, in the city of Philadelphia,

ON TUESDAY,

June 6, A. D. 1871, at 12 o'clock noon, at the Philadelphia Exchange:—

All that certain tract of land, now known as the "Cornplanter Tract," situated in Cornplanter township, Venango county, State of Pennsylvania, bounded and described as follows, viz.:—

Beginning at a white oak, the westerly corner, thence by land of Hamilton McClintock (now McClintock Oil Company), north 89¼ degrees, east 173 3-10 perches to a post; thence south fifteen degrees east 110 3-10 perches to a white oak; thence east 109 5-10 perches to a hickory; thence south 57 perches to a post; thence by land of Thomas Anderson south 50 degrees, west 96 perches to a post; thence north 50¾ degrees west 332 perches to a post; thence 42 degrees east 56 perches to a white oak, the place of beginning, containing 220 acres, more or less, and being the same land now owned by the "Cornplanter Oil Company." The sale will be made subject to any and all existing leases of any part of the said premises, of which the following is believed to be a correct list:—

Lease to F. W. Andrews, covering about 55 acres more or less.

Leases to John Munhall and others, covering about 14 acres more or less.

Lease to H. M. Good and others, covering about 2 acres more or less.

Lease to Mechling, Moore & Sutton, covering about 2 acres more or less.

Lease to Metz & Whitcomb, covering about 1 acre more or less.

Lease to William Leckey and others, covering about 3 acres more or less.

Lease to Tarbell & Hess, covering about 5 acres more or less.

Lease to Charles V. Whitcomb and others, covering about 4 acres more or less.

All existing leases provide for a royalty of 25 per cent. of the product to be paid to the land interest, and in some cases an increased percentage, should wells be found to yield more than 15 barrels per day.

Also, all the following named personal property, viz.:—One iron tank of about 6500 barrels capacity. Two iron tanks of about 200 barrels each. One steam suction and force pump, used for forcing water from the creek to the high portions of the tract for the supply of engines, and for collecting oil from the various wells (through underground pipes) and delivering the same in tank, near railroad, for shipment.

Nine steam engines and 5 boilers; ⅓ of engine and boiler from 10 to 15-horse power; ⅓ of 890 feet of 2-inch tubing and sucker rods; ⅓ of 216 feet of 5¾-inch casing; 3100 feet tubing in wells; 825 feet 3 and 3¼ inch casing in wells; 160 feet 5¾-inch casing in wells; 289 feet 5¾-inch casing not in wells.

About 1000 feet 2½ inch tubing used for oil and water pipe; about 7000 feet 2 inch tubing used for oil and water pipe; about 300 feet 1½ inch pipe used for steam and gas; about 375 feet 2½ inch tubing not in wells.

The personal property is in good working order, and most of the engines and boilers are nearly new. The Oil Creek and Allegheny Railroad passes through the tract. The producing wells on the property are connected by pipe lines with one central iron tank, from which point the oil is thrown by steam pump into the large iron tank near and above the railroad track, where it can be readily ladened on the cars.

The land interest is in receipt of about 12 barrels of oil per day, 6 barrels of which are from wells operated by the company, and 6 received as royalty from leases.

There are eight small tenant houses, blacksmith shop, cooper shop, carpenter shop, stable, etc., upon the tract, and a lot of blacksmith and carpenter tools. The whole real estate and personal property will be sold together, thus offering a rare opportunity to those desiring to control a large tract of land, with first-class facilities for developments, as about 100 acres of the property remain to be tested.

Any additional information can be had by addressing the office of the "Cornplanter Company," No. 524 Walnut street, Philadelphia, Pa.

By direction of the Stockholders and order of the Board. HIRAM BROWER, Secretary.

M. THOMAS & SONS, Auctioneers,
5 25 thstu6t Nos. 139 and 141 S. FOURTH Street.

FRENCH BREAKFAST CAPS

THE MISSES

McVAUGH & DUNCAN,

No. 114 S. Eleventh St.,

Have just received their Spring importation of

French Breakfast Caps,

ENTIRELY NEW DESIGNS.

Piques in Plaids, Stripes and Cords.
French Nainsooks, Victoria and Bishop Lawn.
Tucked Muslin for Waists and Skirts.
French Worked and Hamburg Edgings and Insertings.
Rich Flouncings in Nainsook and Swiss.
Linen Collars and Cuffs, all the new styles.
Novelties and Fancy Articles received daily.
Ladies' Undergarments' and Infants' Outfits on hand and made to order. 3 18 m 3m

REFRIGERATORS.

A SUPERIOR ASSORTMENT AT

Wholesale and Retail. All at Low Prices.

P. P. KEARNS Manufactures his own Refrigerators.

No. 39 North NINTH Street,

5 30 1m4p BELOW ARCH STREET.

CARPETINGS, ETC.

OIL CLOTHS,

New Designs,

In Great Variety,

In all Qualities and Widths.

R. L. KNIGHT & SON,

No. 1222 CHESNUT Street,

6 3 2t PHILADELPHIA.

25 Cents per Yard,

By the Roll,

4-4 MATTING.

5-4 do. 30 Cents.

ALSO,

Best Parlor Matting.

3-4 and 7-8 Stair do.

R. L. KNIGHT & SON,

1222

CHESNUT STREET,

17 fmw3m PHILADELPHIA.

ART EXHIBITION.

THIRD ANNUAL EXHIBITION

National Photographic Association

OF THE UNITED STATES,

At Horticultural Hall,

JUNE 6 to 13. 10 A. M. TO 10 P. M.

GRANDEST DISPLAY OF

Photographic Works of Art

From all parts of the world ever made in America. Wonderful, beautiful, instructive. Single admission, 25 cents; season tickets, $1; to be had of North & Co., Horticultural Hall, and at Photograph Galleries. Promenade Concerts every evening. Music by the Germania Orchestra.

Also, the following:—

AT THE AMERICAN ACADEMY OF MUSIC, Wednesday, June 7, at 2½ P. M., THIRD ANNIVERSARY RECEPTION. Music, Addresses, Stereopticon, etc. A delightful entertainment. Admission tickets and secured seats free, obtainable as directed below.

Wednesday and Thursday evenings, June 7 and 8, at 8 o'clock, LECTURES ON LIGHT, new and inimitable, by Professor HENRY MORTON, Ph. D.

Friday evening, June 9, at 8 o'clock, EXHIBITION IN THE STEREOPTICON of the Association collection of views from all parts of the world, such a collection as was never before exhibited, conducted by J. W. BLACK, Esq., of Boston. Admission, Wednesday, Thursday, and Friday evenings, 50 cents; secured seats, 75 cents.

MUSIC BY THE GERMANIA ORCHESTRA.

The sale of tickets for the Academy entertainments will commence at the Music Store of F. A. North & Co., No. 1026 Chesnut street, Thursday, June 1, at 9 A. M., and at the Academy of Music, on Saturday, June 3, at same hour.

WM. H. RHOADS, Local Secretary,
No. 1900 FRANKFORD Avenue.
EDWARD L. WILSON, Permanent Secretary,
No. 922 ARCH Street. 5 26 rp tf

GAS FIXTURES.

BAKER, ARNOLD & CO.,

No. 710 CHESNUT Street,

Invite attention to their large assortment of

GAS FIXTURES

OF NEW AND BEAUTIFUL DESIGNS,

FINISHED IN GOLD-GILT, ORMOLU, VERD-ANTIQUE AND IMPERIAL BRONZE,

Which they offer at prices

Lower than Ever Before Known.

6 5 1mrp

PAPER HANGINGS, ETC.

NAGLE,

COOKE

AND

EWING,

Paper Hangings,

No. 1210 CHESNUT St.,

2 18 smw3mrp PHILADELPHIA.

The German Conquest of England in 1875.

ARRIVAL OF THE GERMAN ARMADA—DESTRUCTION OF THE BRITISH FLEET—THE DECISIVE BATTLE OF DORKING—CAPTURE OF LONDON—DOWNFALL OF THE ENGLISH EMPIRE.

The Momentous Events Described by an Eye-witness in 1935.

From Blackwood for May.

You ask me to tell you, my grandchildren, something about my own share in the great events that happened fifty years ago. 'Tis sad work turning back to that bitter page in our history, but you may perhaps take profit in your new homes from the lesson it teaches. For us in England it came too late. And yet we had plenty of warnings, if we had only made use of them. The danger did not come on us unawares. It burst on us suddenly, 'tis true, but its coming was foreshadowed plainly enough to open our eyes, if we had not been wilfully blind. We English have only ourselves to blame for the humiliation which has been brought on the land. Venerable old age! Dishonorable old age, I say, when it follows a manhood dishonored as ours has been. I declare, even now, though fifty years have passed, I can hardly look a young man in the face when I think I am one of those in whose youth happened this degradation of old England—one of those who betrayed the trust handed down to us unstained by our forefathers.

What a proud and happy country was this fifty years ago! Free-trade had been working for more than a quarter of a century, and there seemed to be no end to the riches it was bringing us. London was growing bigger and bigger; you could not build houses fast enough for the rich people who wanted to live in them, the merchants who made the money and came from all parts of the world to settle there, and the lawyers and doctors and engineers and others, and tradespeople who got their share out of the profits. The streets reached down to Croydon and Wimbledon, which my father could remember quite country places; and people used to say that Kingston and Reigate would soon be joined to London. We thought we could go on building and multiplying for ever.

Fools that we were! We thought that all this wealth and prosperity were sent us by Providence, and could not stop coming. In our blindness we did not see that we were merely a big workshop, making up the things which came from all parts of the world; and that if other nations stopped sending us raw goods to work up, we could not produce them ourselves. True, we had in those days an advantage in our cheap coal and iron; and had we taken care not to waste the fuel, it might have lasted us longer. But even then there were signs that coal and iron would soon become cheaper in other parts; while as to food and other things, England was not better off than it is now. We were so rich simply because other nations from all parts of the world were in the habit of sending their goods to us to be sold or manufactured; and we thought that this would last forever. And so, perhaps, it might have lasted, if we had only taken proper means to keep it; but, in our folly, we were too careless even to insure our prosperity, and after the course of trade was turned away it would not come back again.

And yet, if ever a nation had a plain warning, we had. If we were the greatest trading country our neighbors were the leading military power in Europe. They were driving a good trade, too, for this was before their foolish Communism (about which you will hear when you are older) had ruined the rich without benefiting the poor, and they were in many respects the first nation in Europe; but it was on their army that they prided themselves most. And with reason. They had beaten the Russians and the Austrians, and the Prussians too, in bygone years, and they thought they were invincible. Well do I remember the great review held at Paris by the Emperor Napoleon during the great Exhibition, and how proud he looked showing off his splendid Guards to the assembled kings and princes. Yet, three years afterwards, the force so long deemed the first in Europe was ignominiously beaten, and the whole army taken prisoners. Such a defeat had never happened before in the world's history; and with this proof before us of the folly of disbelieving in the possibility of disaster merely because it had never happened before, it might have been supposed that we should have the sense to take the lesson to heart. And the country was certainly roused for a time, and a cry was raised that the army ought to be reorganized, and our defenses strengthened against the enormous power for sudden attacks which it was seen other nations were able to put forth. But our Government had come into office on a cry of retrenchment, and could not bring themselves to eat their own pledges. There was a radical section of their party, too, whose votes had to be secured by conciliation, and which blindly demanded a reduction of armaments as the price of allegiance. This party always decried military establishments as part of a fixed policy for reducing the influence of the crown and the aristocracy. They could not understand that the times had altogether changed, that the crown had really no power, and that the Government merely existed at the pleasure of the House of Commons, and that even Parliament rule was beginning to give way to mob law. At any rate, the Ministry were only too glad of this excuse to give up all the strong points of a scheme which they were not really in earnest about. The fleet and the channel, they said, were sufficient protection. So the army was kept down, and the militia and volunteers were left untrained as before, because to call them out for drill would "interfere with the industry of the country." We could have given up some of the industry of those days, forsooth, and yet be busier than we are now.

I need hardly tell you how the crash came about. First, the rising in India drew away a part of our small army; then came the difficulty with America, which had been threatening for years, and we sent off ten thousand men to defend Canada—a handful which did not go far to strengthen the real defenses of that country, but formed an irresistible temptation to the Americans to try and take them prisoners, especially as the contingent included three battalions of the Guards. Thus the regular army at home was even smaller than usual, and nearly half of it was in Ireland to check the talked-of Fenian invasion fitting out in the West. Worse still—though I do not know it would really have mattered as things turned out—the fleet was scattered abroad; some ships to guard the West Indies, others to check privateering in the China seas, and a large party to try and protect our colonies on the Northern Pacific shore of America, where, with incredible folly, we continued to retain possessions which we could not possibly defend. America was not the great power forty years ago that it is now; but for us to try and hold territory on her shores which could only be reached by sailing round the Horn, was as absurd as if she had attempted to take the Isle of Man before the independence of Ireland. We see this plainly enough now, but we were all blind then.

It was while we were in this state, with our ships all over the world, and our little bit of an army cut up into detachments, that the Secret Treaty was published, and Holland and Denmark were annexed. People say now that we might have escaped the troubles which came on us if we had at any rate kept quiet until our other difficulties were settled; but the English were always an impulsive lot; the whole country was boiling over with indignation, and the Government, egged on by the press, and going with the stream, declared war. We had always got out of scrapes before, and we believed our old luck and pluck would somehow pull us through.

Then, of course, there was bustle and hurry all over the land. Not that the calling up of the army reserves caused much stir, for I think there were only about 5000 altogether, and a good many of these were not to be found when the time came; but recruiting was going on all over the country, with a tremendous high bounty, 50,000 more men having been voted for the army. Then there was a ballot bill passed for adding 55,000 men to the militia; why a round number was not fixed on I don't know, but the Prime Minister said that this was the exact quota wanted to put the defenses of the country on a sound footing. Then the shipbuilding that began! Iron-clads, despatch boats, gunboats, monitors—every building yard in the country got its job, and they were offering ten shillings a day wages for anybody who could drive a rivet. This didn't improve the recruiting, you may suppose. I remember, too, there was a squabble in the House of Commons about whether artisans should be drawn for the ballot, as they were so much wanted, and I think they got an exemption. This sent numbers to the yards; and if we had had a couple of years to prepare instead of a couple of weeks, I daresay we should have done very well.

It was on a Monday that the declaration of war was announced, and in a few hours we got our first inkling of the sort of preparation the enemy had made for the event which they had really brought about, although the actual declaration was made by us. A pious appeal to the God of Battles, whom it was said we had aroused, was telegraphed back; and from that moment all communication with the north of Europe was cut off. Our embassies and legations were packed off at an hour's notice, and it was as if we had suddenly come back to the Middle Ages. The dumb astonishment visible all over London the next morning, when the papers came out void of news, merely hinting at what had happened, was one of the most startling things in this war of surprises. But everything had been arranged beforehand; nor ought we to have been surprised, for we had seen the same power, only a few months before, move down half a million of men on a few days' notice, to conquer the greatest military nation in Europe, with no more fuss than our War Office used to make over the transport of a brigade from Aldershot to Brighton—and this, too, without the allies it had now.

Of course the papers were not long in getting news—even the mighty organization set at work could not shut out a special correspondent; and in a few days, although the telegraphs and railways were intercepted right across Europe, the main facts oozed out. An embargo had been laid on all the shipping in every port from the Baltic to Ostend; the fleets of the two great powers had moved out, and it was supposed were assembled in the great northern harbor, and troops were hurrying on board all the steamers detained in those places, most of which were British vessels. It was clear that invasion was intended. Even then we might have been saved if the fleet had been ready. The forts which guarded the flotilla were perhaps too strong for shipping to attempt; but an iron-clad or two, handled as British sailors know how to use them, might have destroyed or damaged a part of the transports, and delayed the expedition, giving us what we wanted—time. But then the best part of the fleet had been decoyed down to the Dardanelles, and what remained of the Channel squadron was looking after Fenian filibusters off the west of Ireland; so it was ten days before the fleet was got together, and by that time it was plain the enemy's preparations were too far advanced to be stopped by a *coup de main*. Information, which came chiefly through Italy, came slowly, and was more or less vague and uncertain; but this much was known, that at least a couple of hundred thousand men were embarked or ready to be put on board ships, and that the flotilla was guarded by more iron-clads than we could then muster. I suppose it was the uncertainty as to the point the enemy would aim at for landing, and the fear lest he should give us the go-by, that kept the fleet for several days in the Downs, but it was not until the Tuesday fortnight after the declaration of war that it weighed anchor and steamed away for the North Sea. Of course you have read about the Queen's visit to the fleet the day before, and how she sailed around the ships in her yacht, and went on board the flagship to take leave of the admiral; how, overcome with emotion, she told him that the safety of the country was committed to his keeping. You remember, too, the gallant old officer's reply, and how all the ship's yards were manned, and how lustily the tars cheered as her Majesty was rowed off. The account was of course telegraphed to London, and the high spirits of the fleet infected the whole town. I was outside the Charing Cross station when the Queen's special train from Dover arrived, and from the cheering and shouting which greeted her as she drove away you might have supposed we had already won a great victory. The journals which had gone in strongly for the army reduction carried out during the session, and had been nervous and despondent in tone during the past fortnight, suggesting all sorts of compromises as a way of getting out of the war, came out in a very jubilant form next morning. "Panic-stricken inquirers," they said, "ask now, where are the means of meeting the invasion? We reply that the invasion will never take place. A British fleet, manned by British sailors whose courage and enthusiasm are reflected in the people of this country, is already on the way to meet the presumptuous foe. The issue of a contest between British ships and those of any other country, under anything like equal odds, can never be doubtful. England awaits with calm confidence the issue of the impending action."

Such were the words of the leading article, and so we all felt. It was on Tuesday, the 10th of August, that the fleet sailed from the Downs. It took with it a submarine cable to lay down as it advanced, so that continuous communication was kept up, and the papers were publishing special editions every few minutes with the latest news. This was the first time such a thing had been done, and the feat was accepted as a good omen. Whether it is true that the Admiralty made use of the cable to keep on sending contradictory orders, which took the command out of the admiral's hands, I can't say; but all that the admiral sent in return was a few messages of the briefest kind, which neither the Admiralty nor any one else could have made any use of. Such a ship had gone off reconnoitring; such another had rejoined—fleet was in latitude so and so. This went on till the Thursday morning. I had just come up to town by train as usual, and was walking to my office, when the newsboys began to cry, "New edition—enemy's fleet in sight!" You may imagine the scene in London! Business still went on at the banks, for bills matured although the independence of the country was being fought out under our own eyes, so to say; and the speculators were active enough. But even with the people who were making and losing their fortunes, the interest in the fleet overcame everything else; men who went to pay in or draw out their money stopped to show the last bulletin to the cashier. As for the street, you could hardly get along for the crowd stopping to buy and read the papers; while at every house or office the members sat restlessly in the common room, as if to keep together for company, sending out some one of their number every few minutes to get the latest edition. At least this is what happened at our office; but to sit still was as impossible as to do anything, and most of us went out and wandered about among the crowd, under a sort of feeling that the news was got quicker at in this way. Bad as were the times coming, I think the sickening suspense of that day, and the shock which followed, were almost the worst that we underwent. It was about 10 o'clock that the first telegram came; an hour later the wire announced that the admiral had signalled to form line of battle, and shortly afterwards that the order was given to bear down on the enemy and engage. At twelve came the announcement, "Fleet opened fire about three miles to leeward of us"—that is, the ship with the cable. So far all had been expectancy, then came the first token of calamity. "An iron-clad has been blown up"—"the enemy's torpedoes are doing great damage"—"the flagship is laid aboard the enemy"—"the flagship appears to be sinking"—"the Vice-Admiral has signalled"—there the cable became silent, and, as you know, we heard no more till two days afterwards. The solitary iron-clad which escaped the disaster steamed into Portsmouth.

Then the whole story came out—how our sailors, gallant as ever, had tried to close with the enemy; how the latter evaded the conflict at close quarters, and, sheering off, left behind them the fatal engines which sent our ships, one after the other, to the bottom; how all this happened almost in a few minutes. The Government, it appears, had received warnings of this invention; but to the nation this stunning blow was utterly unexpected. Tired though I was, I could not sleep, so I went down to the river and had a swim; and on returning found the household was assembled for early breakfast. A sorrowful household it was, although the burden pressing on each was partly an unseen one. My father, doubting whether his firm could last through the day; my mother, her distress about my brother, now with his regiment on the coast, already exceeding that which she felt for the public misfortune, had come down, although hardly fit to leave her room. My sister Clara was worst of all, for she could not but try to disguise her special interest in the fleet; and though we had all guessed that her heart was given to the young lieutenant in the flagship—the first to go down—a love unclaimed could not be told, nor could we express the sympathy we felt for the poor girl. That breakfast, the last meal we ever had together, was soon ended, and my father and I went up to town by an early train, and got there just as the fatal announcement of the loss of the fleet was telegraphed from Portsmouth.

The panic and excitement of that day—how the funds went down to 35; the run upon the bank and its stoppage; the fall of half the houses in the city; how the Government issued a notification suspending specie payment and the tendering of bills—this last precaution too late for most firms, Carter & Co. among the number, which stopped payment as soon as my father got to the office; the call to arms and the unanimous response of the country—all this is history which I need not repeat. You wish to hear about my own share in the business of the time. Our brigadier belonged to a line regiment in Ireland, and did not join till the very morning the order came. Meanwhile, during the preliminary fortnight, the militia colonel commanded. But though we volunteers were busy with our drill and preparations, those of us who, like myself, belonged to Government offices, had more than enough office work to do, as you may suppose. The volunteer clerks were allowed to leave the office at 4 o'clock, but the rest were kept hard at the desk far into the night. Orders to the lord lieutenants, to the magistrates, notifications, all the arrangements for cleaning out the workhouses for hospitals—these and a hundred other things had to be managed in our office, and there was as much bustle indoors as out. Fortunate we were to be so busy—the people to be pitied were those who had nothing to do. And on Sunday (that was the 15th of August) work went on as usual. We had an early parade and drill, and I went up to town by the 9 o'clock train in my uniform, taking my rifle with me in case of accidents, and luckily, too, as it turned out, a mackintosh overcoat. When I got to Waterloo there were all sorts of rumors afloat. A fleet had been seen off the Downs, and some of the despatch boats which were hovering about the coasts brought news that there was a large flotilla off Harwich, but nothing could be seen from the shore, as the weather was hazy. The enemy's light ships had taken and sunk all the fishing boats they could catch, to prevent the news of their whereabouts reaching us, but a few escaped during the night, and reported that the Inconstant frigate, coming home from North America, without any knowledge of what had taken place, had sailed right into the enemy's fleet and been captured. In town the troops were all getting ready for a move; the guards in the Wellington barracks were under arms, and their baggage wagons packed and drawn up in the Bird-cage Walk. The usual guard at the Horse Guards had been withdrawn, and orderlies and staff officers were going to and fro. All this I saw on the way to my office, where I worked away till 12 o'clock, and then feeling hungry after my early breakfast, I went across Parliament street to my club to get some luncheon. There were about half a dozen men in the coffee room, none of whom I knew; but in a minute or two Danvers of the Treasury entered in a tremendous hurry. From him I got the first bit of authentic news I had had that day. The enemy had landed in force near Harwich, and the metropolitan regiments were ordered down there to reinforce the troops already collected in that neighborhood; his regiment was to parade at 1 o'clock, and he had come to get something to eat before starting. We bolted a hurried lunch, and were just leaving the club when a messenger from the Treasury came running into the hall.

"Oh, Mr. Danvers," said he, "I've come to look for you, sir; the Secretary says that all the gentlemen are wanted at the office, and that you must please not one of you go with the regiments."

"The devil!" cried Danvers.

"Do you know if that order extends to all the public offices?" I asked.

"I don't know," said the man, "but I believe it do. I know there's messengers gone round to all the clubs and luncheon bars to look for the gentlemen; the Secretary says it's quite impossible any one can be spared just now, there's so much work to do; there's orders just come to send off our records to Birmingham to-night."

I did not wait to condole with Danvers, but just glancing up Whitehall to see if any of our messengers were in pursuit, I ran off as hard as I could for Westminster Bridge, and so to the Waterloo station.

The place had quite changed its aspect since the morning. The regular service of trains had ceased, and the station and approaches were full of troops, among them the Guards and artillery. Everything was very orderly; the men had piled arms and were standing about in groups. I wanted very much to run home and get my great-coat and knapsack, which I had bought a few days ago, but I feared to be left behind; a good-natured recruit volunteered to fetch them for me, but he had not returned before we started, and I began the campaign with a kit consisting of a mackintosh and a small pouch of tobacco.

I was just stepping into a public house with Travers, when who should drive up but his pretty wife! Most of our friends had paid their adieus at the Surbiton station, but she had driven up by the road in his brougham, bringing their little boy to have a last look at papa. She had also brought his knapsack and greatcoat, and, what was still more acceptable, a basket containing fowls, tongue, bread and butter, and biscuits, and a couple of bottles of claret, which priceless luxuries they insisted on my sharing.

In vain Travers begged his wife to go home. She declared that, having come so far, she would stay and see the last of us. The brougham had been sent away to a by-street, as it blocked up the road; so he sat on a doorstep, she by him on the knapsack. Little Arthur, who had been delighted at the bustle and the uniforms, and in high spirits, became at last very cross, and eventually cried himself to sleep in his father's arms, his golden hair and one little dimpled arm hanging over his shoulder. Thus went on the weary hours, till suddenly the assembly sounded, and we all started up. We were to return to Waterloo. The landing on the east was only a feint—so ran the rumor—the real attack was on the south. Anything seemed better than indecision and delay, and, tired though we were, the march back was gladly hailed. Mrs. Travers, who made us take the remains of the luncheon with us, we left to look for her carriage; little Arthur, who was awake again, but very good and quiet, in her arms.

At the first sign of dawn the bugles of the regiments sounded the reveille, and we were ordered to fall in, and the roll was called. About twenty men were absent, who had fallen out sick the day before; they had been sent up to London by train during the night, I believe. After standing in column for about half an hour, the brigade-major came down with orders to pile arms and stand easy; and perhaps half an hour afterwards we were told to get breakfast as quickly as possible, and to cook a day's food at the same time. This operation was managed pretty much in the same way as the evening before, except that we had our cooking pots and kettles ready. Meantime there was leisure to look around, and from where we stood there was a commanding view of one of the most beautiful scenes in England. Our regiment was drawn up on the extremity of the ridge which runs from Guildford to Dorking. This is indeed merely a part of the great chalk range which extends from beyond Aldershot east to the Medway; but there is a gap in the ridge just here where the little stream that runs past Dorking turns suddenly to the north to find its way to the Thames. Anybody, indeed, might have been struck with the natural advantages of our position; but what, as I remember, most impressed me was the peaceful beauty of the scene—the little town with the outline of the houses obscured by a blue mist, the massive crispness of the foliage, the outlines of the great trees, lighted up by the sun, and relieved by deep blue shade. So thick was the timber here, rising up the southern slopes of the valley, that it looked almost as if it might have been a primeval forest. The quiet of the scene was the more impressive because contrasted in the mind with the scenes we expected to follow; and I can remember, as if it were yesterday, the sensation of bitter regret that it should now be too late to avert this coming desecration of our country, which might so easily have been prevented. A little firmness, a little provision on the part of our rulers, even a little common sense, and this great calamity would have been rendered utterly impossible. Too late, alas! We were like the foolish virgins in the parable.

We had nothing to do except to change our position, which we did every few minutes, now moving up the hill farther to our right, now taking ground lower down to our left, as one order after another was brought down the line; but the staff officers were galloping about perpetually with orders, while the rumble of the artillery as they moved about from one part of the field to another went on almost incessantly. At last the whole line stood to arms, the bands struck up, and the general commanding our army corps came riding down with his staff. We had seen him several times before, as we had been moving frequently about the position during the morning; but he now made a sort of formal inspection. He was a tall, thin man, with long light hair, very well mounted, and as he sat his horse with an erect seat, and came prancing down the line, at a little distance he looked as if he might be five-and-twenty; but I believe he had served more than fifty years, and had been made a peer for services performed when quite an old man. I remember that he had more decorations than there was room for on the breast of his coat, and wore them suspended like a necklace round his neck. Like all the other generals, he was dressed in blue, with a cocked hat and feathers—a bad plan, I thought, for it made them very conspicuous. The general halted before our battalion, and after looking at us a while, made a short address:—We had a post of honor next her Majesty's Guards, and would show ourselves worthy of it, and of the name of Englishmen. It did not need, he said, to be a general to see the strength of our position; it was impregnable if properly held. Let us wait till the enemy was well pounded, and then the word would be given to go at him. Above everything, we must be steady. He then shook hands with our colonel, we gave him a cheer, and he rode on to where the Guards were drawn up.

The time seemed interminable while we lay thus inactive. We could not, of course, help peering over the bank to try and see what was going on; but there was nothing to be made out, for now a tremendous thunderstorm, which had been gathering all day, burst on us, and a torrent of almost blinding rain came down, which obscured the view even more than the smoke, while the crashing of the thunder and the glare of the lightning could be heard and seen even above the roar and flashing of the artillery. Once the mist lifted, and I saw for a minute an attack on Box Hill, on the other side of the gap on our left. It was like the scene at a theatre—a curtain of smoke all around and a clear gap in the centre, with a sudden gleam of evening sunshine lighting it up. The steep smooth slope of the hill was crowded with the dark blue figures of the enemy, whom I now saw for the first time—an irregular outline in front, but very solid in rear; the whole body was moving forward by fits and starts, the men firing and advancing, the officers waving their swords, the columns closing up and gradually making way. Our people were almost concealed by the bushes at the top, whence the smoke and their fire could be seen proceeding: presently from these bushes on the crest came out a red line, and dashed down the brow of the hill, a flame of fire belching out from the front as it advanced. The enemy hesitated, gave way, and finally ran back in a confused crowd down the hill. Then the mist covered the scene, but the glimpse of this splendid charge was inspiriting, and I hoped we should show the same coolness when it came to our turn. It was about this time that our skirmishers fell back, a good many wounded, some limping along by themselves, others helped. The main body retired in very fair order, halting to turn round and fire; we could see a mounted officer of the Guards riding up and down encouraging them to be steady. Now came our turn. For a few minutes we saw nothing, but a rattle of bullets came through the rain and mist, mostly, however, passing over the bank. We began to fire in reply, stepping up against the bank to fire, and stooping down to load; but our brigade major rode up with an order, and the word was passed through the men to reserve our fire. In a very few moments it must have been that, when ordered to stand, we could see the helmet spikes and then the figures of the skirmishers as they came on; a lot of them there appeared to be, five or six deep, I should say, but in loose order, each man stopping to aim and fire, and then coming forward a little. Just then the brigadier clattered on horseback up the lane. "Now, then, gentlemen, give it them hot," he cried, and fire away we did, as fast as ever we were able. A perfect storm of bullets seemed to be flying about us, too, and I thought each moment must be the last; escape seemed impossible, but I saw no one fall, for I was too busy, and so were we all, to look to the right or left, but loaded and fired as fast as I could.

At every step was some friend and acquaintance killed or wounded, and a few paces down the lane I found Travers, sitting with his back against the bank. A ball had gone through his lungs, and blood was coming from his mouth. I was lifting him, but the cry of agony he gave stopped me. I then saw that this was not his only wound—his thigh was smashed by a bullet (which must have hit him when standing on the bank), and the blood streaming down mixed in a muddy puddle, with the rain water under him. Still he could not be left here, so, lifting him up as well as I could, I carried him through the gate which led out of the lane at the back to where our camp hospital was in the rear.

How long it went on I cannot now remember, but we could distinguish clearly the thick line of skirmishers, about sixty paces off, and mounted officers among them; and we seemed to be keeping them well in check, for they were quite exposed to our fire, while we were protected nearly up to our shoulders, when—I know not how—I became sensible that something had gone wrong. "We are taken in flank!" called out some one; and looking along the left, sure enough there were dark figures jumping over the bank into the lane and firing up along our line. The volunteers in reserve, who had come down to take the place of the Guards, must have given way at this point; the enemy's skirmishers had got through our line, and turned our left flank. How the next move came about I cannot recollect, or whether it was without orders, but in a short time we found ourselves out of the lane and drawn up in a straggling line about thirty yards in rear of it. The whole army was falling back. At last we could discern the adjutant riding up to us out of the dark. The army was to retreat, and take up a position on Epsom Downs, he said; we should join in the march, and try and find our brigade in the morning; and so we turned into the throng again, and made our way on as best we could.

Our general had expected to find a supply of food and ammunition, but nothing turned up. Most of us had hardly a cartridge left, so he ordered the regiment near to us, which came from the north and had not been engaged, to give us enough to make twenty rounds to a man, and he sent off a fatigue-party to Kingston to try and get provisions, while a detachment of our fellows was allowed to go foraging among the villas in our rear, and in about an hour they brought back some bread and meat, which gave us a slender meal all round. They said most of the houses were empty, and that many had been stripped of all eatables, and a good deal damaged already.

The artillery fire, which had opened now on our position, was from a longish range; and occupation for the riflemen had hardly begun when there was a crash in the shed, and I was knocked down by a blow on the head. I was almost stunned for a time, and could not make out what had happened. A shot or shell had hit the shed without quite penetrating the wall, but the blow had upset the steps resting against it, and the men standing on them, bringing down a cloud of plaster and brickbats, one of which had struck me. I felt now past being of use. I could not use my rifle, and could barely stand; and after a time I thought I would make for my own house, on the chance of finding some one still there. I got up, therefore, and staggered homewards. Musketry fire had now commenced, and our side were blazing away from the windows of the houses, and from behind walls, and from the shelter of some trucks still standing in the station. A couple of field-pieces in the yard were firing, and in the open space in the rear a reserve was drawn up. There, too, was the staff officer on horseback, watching the fight through his field-glass. I remember having still enough sense to feel that the position was a hopeless one. That straggling line of houses and gardens would surely be broken through at some point, and then the line must give way like a rope of sand. It was about a mile to our house, and I was thinking how I could possibly drag myself so far when I suddenly recollected that I was passing Travers' house—one of the first of a row of villas then leading from the station to Kingston. Had he been brought home, I wondered, as his faithful old servant promised, and was his wife still here? I remember to this day the sensation of shame I felt when I recollected that I had not once given him—my greatest friend—a thought since I carried him off the field the day before. But war and suffering make men selfish. I would go in now at any rate, and rest awhile, and see if I could be of use. The little garden before the house was as trim as ever—I used to pass it every day on my way to the train, and knew every shrub in it—and a blaze of flowers, but the hall door stood ajar. I stepped in and saw little Arthur standing in the hall. He had been dressed as neatly as ever that day, and as he stood there in his pretty blue frock and white trousers and socks, showing his chubby little legs, with his golden locks, fair face, and large dark eyes, the picture of childish beauty, in the quiet hall, just as it used to look—the vases of flowers, the hat and coats hanging up, the familiar pictures on the walls—this vision of peace in the midst of war made me wonder for a moment, faint and giddy as I was, if the pandemonium outside had any real existence, and was not merely a hideous dream. But the roar of the guns making the house shake, and the rushing of the shot, gave a ready answer. The little fellow appeared almost unconscious of the scene around him, and was walking up the stairs holding by the railing, one step at a time, as I had seen him do a hundred times before, but turned round as I came in. My appearance frightened him, and staggering as I did into the hall, my face and clothes covered with blood and dirt, I must have looked an awful object to the child, for he gave a cry and turned to run toward the basement stairs. But he stopped on hearing my voice calling him back to his god-papa, and after a while came timidly up to me. Papa had been to the battle, he said, and was very ill; mamma was with papa; Wood was out; Lucy was in the cellar, and had taken him there, but he wanted to go to mamma. Telling him to stay in the hall for a minute till I called him, I climbed up stairs and opened the bedroom door. My poor friend lay there, his body resting on the bed, his head supported on his wife's shoulder as she sat by the bedside. He breathed heavily, but the pallor of his face, the closed eyes, the prostrate arms, the clammy foam she was wiping from his mouth, all spoke of approaching death. The good old servant had done his duty, at least—he had brought his master home to die in his wife's arms. The poor woman was too intent on her charge to notice the opening of the door, and as the child would be better away, I closed it gently and went down to the hall to take little Arthur to the shelter below, where the maid was hiding. Too late! He lay at the foot of the stairs on his face, his little arms stretched out, his hair dabbled in blood. I had not noticed the crash among the other noises, but a splinter of a shell must have come through the open doorway; it had carried away the back of his head. The poor child's death must have been instantaneous. I tried to lift up the little corpse with my one arm, but even this load was too much for me, and while stooping down I fainted away.

When I came to my senses again it was quite dark, and for some time I could not make out where I was; I lay indeed for some time like one half asleep, feeling no inclination to move. By degrees I became aware that I was on the carpeted floor of a room. All noise of battle had ceased, but there was a sound as of many people close by. At last I sat up and gradually got to my feet. The movement gave me intense pain, for my wounds were now highly inflamed, and my clothes sticking to them made them dreadfully sore. At last I got up and groped my way to the door, and opening it at once saw where I was, for the pain had brought back my senses. I had been lying in Travers' little writing-room at the end of the passage, into which I made my way. There was no gas, and the drawing-room door was closed; but from the open dining-room the glimmer of a candle feebly lighted up the hall, in which half-a-dozen sleeping figures could be discerned, while the room itself was crowned with men. The table was covered with plates, glasses, and bottles; but most of the men were asleep in the chairs or on the floor, a few were smoking cigars, and one or two with their helmets on were still engaged at supper, occasionally grunting out an observation between the mouthfuls.

"Sind wackere Soldaten, diese Englischen Freiwilligen," said a broad-shouldered brute, stuffing a great hunch of beef into his mouth with a silver fork, an implement I should think he must have been using for the first time in his life.

"Ja, ja," replied a comrade, who was lolling back in his chair with a pair of very dirty legs on the table, and one of poor Travers' best cigars in his mouth; "Sie so gut laufen konnen."

"Ja wohl," responded the first speaker; "aber sind nicht eben so schnell wie die Franzossischen Mobloten."

"Gewiss," grunted a hulking lout from the floor, leaning on his elbow, and sending out a cloud of smoke from his ugly jaws, "und da sind hier etwa gute Schatzen."

"Hast recht, lange Peter," answered number one; "wenn die Schurken so gut exerciren wie schutzen konnten, so waren wir heute nicht hier!"

"Recht! recht!" said the second; "das exerciren macht den guten Soldaten."

What more criticisms on the shortcomings of our unfortunate volunteers might have passed I did not stop to hear, being interrupted by a sound on the stairs. Mrs. Travers was standing on the landing place; I limped up the stairs to meet her. Among the many pictures of those fatal days engraven on my memory, I remember none more clearly than the mournful aspect of my poor friend, widowed and motherless within a few moments, as she stood there in her white dress, coming forth like a ghost from the chamber of the dead, the candle she held lighting up her face and contrasting its pallor with the dark hair that fell disordered around it, its beauty radiant even through features worn with fatigue and sorrow. She was calm and even tearless, though the trembling lip told of the effort to restrain the emotion she felt. "Dear friend," she said, taking my hand, "I was coming to seek you; forgive my selfishness in neglecting you so long; but you will understand"—glancing at the door above—"how occupied I have been." "Where," I began, "is" —— "my boy?" she answered, anticipating my question. "I have laid him by his father. But now your wounds must be cared for; how pale and faint you look!—rest here a moment,"—and, descending to the dining-room, she returned with some wine, which I gratefully drank, and then, making me sit down on the top step of the stairs, she brought water and linen, and, cutting off the sleeve of my coat, bathed and bandaged my wounds. 'Twas I who felt selfish for thus adding to her troubles; but in truth I was too weak to have much will left, and stood in need of the help which she forced me to accept; and the dressing of my wounds afforded indescribable relief. While thus tending me, she ex-

Continued on the Seventh Page.

Continued from the Sixth Page.

plained in broken sentences how matters stood. Every room but her own, and the little parlor into which she with Wood's help had carried me, was full of soldiers. Wood had been taken away to work at repairing the railroad, and Lucy had run off from fright; but the cook had stopped at her post, and served up supper and opened the cellar for the soldiers' use; she did not understand what they said, and they were rough and boorish, but not uncivil. I should now go, she said, when my wounds were dressed, to look after my own home, where I might be wanted; for herself, she wished only to be allowed to remain there—pointing to the room where lay the bodies of her husband and child—where she would not be molested. I felt that her advice was good. I could be of no use as protection, and I had an anxious longing to know what had become of my sick mother and sister; besides, some arrangement must be made for the burial. I therefore limped away. There was no need to express thanks on either side, and the grief was too deep to be reached by any outward show of sympathy. Our handful of regular troops was sacrificed almost to a man in a vain conflict with numbers; our volunteers and militia, with officers who did not know their work, without ammunition or equipment, or staff to superintend, starving in the midst of plenty, we had soon become a helpless mob, fighting desperately here and there, but with whom, as a manœuvring army, the disciplined invaders did just what they pleased. Happy those whose bones whitened the fields of Surrey; they at least were spared the disgrace we lived to endure. Even you, who have never known what it is to live otherwise than on sufferance, even your cheeks burn when we talk of these days; think, then, what those endured who, like your grandfather, had been citizens of the proudest nation on earth, which had never known disgrace or defeat, and whose boast it used to be that they bore a flag on which the sun never set! We had heard of generosity in war; we found none; the war was made by us, it was said, and we must take the consequences. London and our only arsenal captured, we were at the mercy of our captors, and right heavily did they tread on our necks. Need I tell you the rest?—of the ransom we had to pay, and the taxes raised to cover it, which keeps us paupers to this day?—the brutal frankness that announced we must give place to a new naval power, and be made harmless for revenge?—the victorious troops living at free quarters, the yoke they put on us made the more galling that their requisitions had a semblance of method and legality? Better have been robbed at first hand by the soldiery themselves, than through our own magistrates made the instruments for extortion. How we lived through the degradation we daily and hourly underwent, I hardly even now understand. And what was there left to us to live for? Stripped of our colonies; Canada and the West Indies gone to America; Australia forced to separate; India lost forever, after the English there had all been destroyed, vainly trying to hold the country when cut off from aid by their countrymen; Gibraltar and Malta ceded to the new naval power; Ireland independent and in perpetual anarchy and revolution. When I look at my country as it is now—its trade gone, its factories silent, its harbors empty, a prey to pauperism and decay—when I see all this, and think what Great Britain was in my youth, I ask myself whether I have really a heart or any sense of patriotism that I should have witnessed such degradation and still care to live! France was different. There, too, they had to eat the bread of tribulation under the yoke of the conqueror; their fall was hardly more sudden or violent than ours; but war could not take away their rich soil: they had no colonies to lose; their broad lands, which made their wealth, remained to them; and they rose again from the blow. But our people could not be got to see how artificial our prosperity was—that it all rested on foreign trade and financial credit; that the course of trade once turned away from us, even for a time, it might never return; and that our credit once shaken might never be restored. To hear men talk in those days you would have thought that Providence had ordained that our government should always borrow at three per cent., and that trade came to us because we lived in a foggy little island set in a boisterous sea. They could not be got to see that the wealth heaped up on every side was not created in the country, but in India and China, and other parts of the world; and that it would be quite possible for the people who made money by buying and selling the natural treasures of the earth, to go and live in other places, and take their profits with them. Nor would men believe that there could ever be an end to our coal and iron, or that they would get to be so much dearer than the coal and iron of America that it would no longer be worth while to work them, and that therefore we ought to insure against the loss of our artificial position as the great centre of trade, by making ourselves secure and strong and respected. We thought we were living in a commercial millennium, which must last for a thousand years at least. After all, the bitterest part of our reflection is, that all this misery and decay might have been so easily prevented, and that we brought it about ourselves by our own shortsighted recklessness. There, across the narrow straits, was the writing on the wall, but we would not choose to read it. The warnings of the few were drowned in the voice on the multitude. Power was then passing away from the class which had been used to rule, and to face political dangers, and which had brought the nation with honor unsullied through former struggles, into the hands of the lower classes, uneducated, untrained to the use of political rights, and swayed by demagogues; and the few who were wise in their generation were denounced as alarmists or as aristocrats who sought their own aggrandisement by wasting public money on bloated armaments. The rich were idle and luxurious; the poor grudged the cost of defense. Politics had become a mere bidding for radical votes, and those who should have led the nation stooped rather to pander to the selfishness of the day, and humored the popular cry which denounced those who would secure the defense of the nation by enforced arming of its manhood, as interfering with the liberties of the people. Truly the nation was ripe for a fall; but when I reflect how a little firmness and self-denial, or political courage and foresight, might have averted the disaster, I feel that the judgment must have really been deserved. A nation too selfish to defend its liberty could not have been fit to retain it. To you, my grandchildren, who are now going to seek a new home in a more prosperous land, let not this bitter lesson be lost upon you in the country of your adoption. For me, I am too old to begin life again in a strange country; and hard and evil as have been my days, it is not much to wait in solitude the time which cannot be far off, when my old bones will be laid to rest in the soil I have loved so well, and whose happiness and honor I have so long survived.

—Ice on the Kennebec is twenty-five cents a ton.

INSURANCE.

Life Insurance Policies

Secured from Forfeiture

BY A LAW OF THE STATE OF MASSACHUSETTS.

AQUILA HAINES, of Philadelphia, Pa., insured September 11, 1865, under Policy No. 11,810, for $5,000, giving one-third loan note, and paying semi-annually. *He failed to pay the premium due March 11, 1869. He died August 5, 1869, FIVE MONTHS after failure of payment. The whole amount of the Policy, less the premium due the Company, was promptly paid* at the Pennsylvania Office, SIXTH and WALNUT Streets, Philadelphia, Nov. 27, 1869.

Nineteenth Annual Statement

OF THE CONDITION OF THE

Massachusetts Mutual

Life Insurance Company

OF SPRINGFIELD,

MASSACHUSETTS.

CALEB RICE, President.
CHAS. McLEAN KNOX, Secretary.
JAMES WEIR MASON, Actuary.
GEORGE JUNKIN, Solicitor in Philada.

DIRECTORS IN PHILADELPHIA.

J. LIVINGSTON ERRINGER, D. C. WHARTON.
Attorney to accept service in Pennsylvania.
JOHN KNOX MARSHALL.

First. Capital stock, nothing. Company purely mutual. Dividends declared and paid annually on the contribution plan.

The value, as nearly as may be, of the real estate held by the company	$97,000·00
Cash on hand	5,681·26
Cash in banks, specifying the banks:—	
First National Bank, Springfield	12,467·95
Second " " "	17,704·15
Cash in hands of agents in course of transmission	46,705·28
Amount of loans secured by bonds and mortgages, constituting the first lien in real estate, on which there is less than one year's interest due and owing	1,258,009·65

	Par Value.	*Market Value.*
Amount of stocks owned by the Company, specifying the number of shares and their par and market value:—		
464 shares of New York and Massachusetts Nat. Bank Stock	$46,400	$65,555
U. S. bonds 1881, 6s; 1868, 5-20s; 1865, 5-20s; 1874, 5s	258,700	280,458
City of Springfield, New York, and Michigan State bonds	74,000	78,606
150,264 shares of Railroad stocks and bonds	176,400	181,275
	$555,500	$606,880

	Par Val. Market Val.	*Amt. loaned on them.*
Amount of stocks held by the company as collateral security for loans	$93,400 $115,180	$89,435·60
Interest on investments due and unpaid		3,000·00
Accrued interest not yet due		52,754·32
Other available miscellaneous assets, specifying their character and value:—		
Premium notes secured by value of policies		768,952·62
Loans on personal securities		54,594·25
Loans on policies		1,517·62
Unpaid prem. in course of collection, semi-an. premiums		220,522·56
Deferred ditto premiums		177,771·86
Office furniture		6,306·40
Amount of losses during the year adjusted but not due, less $10,000 reinsurance		67,500·00
Amount of losses reported to the Company but not acted upon		18,000·00
Amount of losses resisted by the Company and in suspense		29,500·00
Amount of dividends due and unpaid		30,583·68
Amount required to safely reinsure all outstanding risks combined R at 4 per ct.		3,061,282·76
Amount of cash premiums received		883,085·78
Amount of premiums not paid in cash during the year, stating the character of such premiums:—		
Loan notes		310,041·98
Interest received from investments		175,840·06
Amount of losses paid during the year		297,300·00
Amount paid and owing for reinsurance premiums		1,761·58
Amount of dividends declared during the year		158,671·92
Amount of dividends paid		181,143·26
An ount of expenses paid during the year, including commissions and salaries paid to agents and officers of the company		227,344·65
Amount of taxes paid by the company		8,332·81
Amount of all other expenses and expenditures		148,863·27

The Commonwealth of Pennsylvania.
STATEMENT OF THE CONDITION OF THE MASSACHUSETTS MUTUAL LIFE INSURANCE COMPANY, ON THE 31ST DAY OF DECEMBER, 1870.

State of Massachusetts, County of Hampden, ss.:—

Be it remembered that on this fourteenth day of March, A. D. 1871, before the subscriber, a Notary Public in and for the State of Massachusetts, duly commissioned and authorized by the Governor of the State of Pennsylvania to take the acknowledgment of deeds and other writings, to be used and recorded in the said State of Pennsylvania, and to administer oaths and affirmations, personally appeared Caleb Rice, President of the Massachusetts Mutual Life Insurance Company, and made oath that the following is a true statement of the condition of the said Massachusetts Mutual Life Insurance Company upon the 31st day of December, A. D. 1870.

And I further certify that I have made personal examination of the condition of said Massachusetts Mutual Life Insurance Company on this day, and am satisfied they have assets safely invested to the amount of $3,419,303·79. That I have examined the securities now in the hands of the company, as set forth in the annexed statement, and the same are of the value represented in the statement. I further certify that I am not interested in the affairs of said company.

In witness whereof, I hereunto set my hand and affixed my official seal this fourteenth day of March, A. D. 1871. STEPHEN E. SEYMOUR, Notary Public.

Foster S. Dennis, of New Bedford, Mass., insured March 9, 1863, under Policy No. 6913, for $5000, giving one-third loan note, and paying quarterly. His policy lapsed September 9, 1867. *He died September 8, 1868, fifteen months after* the premium was due and unpaid. The whole amount of the policy, less unpaid premiums, was *promptly paid under the Massachusetts non-forfeiture law.*

JOHN KNOX MARSHALL,
State Agent for Pennsylvania.
GEORGE H. WILTBANK,
General Agent Eastern Penna. and New Jersey.
OFFICES, S. E. Cor. SIXTH and WALNUT Streets, Philadelphia.

ROBERT P. HARRIS, M. D., Medical Examiner in Philadelphia. 5 29 mwf6t

SAFE DEPOSIT COMPANIES.

THE PENNSYLVANIA COMPANY
FOR INSURANCES ON LIVES AND GRANTING
ANNUITIES.
Office No. 304 WALNUT Street.
INCORPORATED MARCH 10, 1812.
CHARTER PERPETUAL.
CAPITAL $1,000,000.
SURPLUS UPWARDS OF $750,000.

Receive money on deposit, returnable on demand, for which interest is allowed.

And under appointment by individuals, corporations, and courts, act as
EXECUTORS, ADMINISTRATORS, TRUSTEES, GUARDIANS, ASSIGNEES, COMMITTEES, RECEIVERS, AGENTS, COLLECTORS, ETC.

And for the faithful performance of its duties as such all its assets are liable.

CHARLES DUTILH, President.
WILLIAM B. BILL, Actuary.

DIRECTORS.

Charles Dutilh,	Joshua B. Lippincott,
Henry J. Williams,	Charles H. Hutchinson,
William S. Vaux,	Lindley Smyth,
John R. Wucherer,	George A. Wood,
Adolph E. Borie,	Anthony J. Antelo,
Alexander Biddle,	Charles S. Lewis,

Henry Lewis.

THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY,
OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET.
CAPITAL, $500,000.

FOR SAFE-KEEPING of GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

All trust investmenes are kept separate and apart from the Company's assets.

Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins,	Augustus Heaton,
Lewis R. Ashhurst,	F. Ratchford Starr,
J. Livingston Erringer,	Daniel Haddock, Jr.,
R. P. McCullagh,	Edward Y. Townsend,
Edwin M. Lewis,	John D. Taylor,
James L. Claghorn,	Hon. William A. Porter,
Benjamin B. Comegys,	Edward S. Handy,

Joseph Carson, M. D.

OFFICERS.

President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary—R. P. McCULLAGH.
Treasurer—WM. L. DUBOIS. 2 3fmwf

LUMBER

1871 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK HEMLOCK. 1871

1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871

1871 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871

1871 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS, WALNUT PLANK. 1871

1871 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1871

1871 SEASONED POPLAR. SEASONED CHERRY. ASH, WHITE OAK PLANK AND BOARDS, HICKORY. 1871

1871 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871

1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 187[illegible]

1871 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2000 SOUTH Street. 1871

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 30 6m No. 1715 RIDGE Avenue, north of Poplar St

LEGAL NOTICES.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
FISHER et al., Executors, vs. PATTERSON.
Levari Facias. March Term, 1871, No. 1939.

The auditor appointed by the Court to report distribution of the fund arising from the Sheriff's sale under the above writ of all that certain lot of ground, with the messuage or tenement thereon erected, situate on the south side of Arch street, at the distance of 92 feet 4½ inches east of Seventeenth street, in the city of Philadelphia, containing in front on Arch street 39 feet 7½ inches, and in depth southward of that width 150 feet to Ann street, will meet the parties interested for the purpose of his appointment on MONDAY, June 12, 1871, at 4 o'clock P. M., at his office, No. 202 S. FIFTH Street, in the city of Philadelphia, when and where all persons interested are requested to make their claims, or be debarred from coming in upon said fund.

T. BRADFORD DWIGHT, Auditor.
5 30 10t

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of JAMES QUIGLEY, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of JOHN MELLON, administrator de bonis non of JAMES QUIGLEY, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on TUESDAY, June 13, 1871, at 1 o'clock P. M., at No. 423 WALNUT Street, room No. 3, in the City of Philadelphia. INMAN HOPPER, Auditor.
5 31 wfm 5t*

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of WILLIAM H. FLANAGAN.

The Auditor appointed by the Court to audit, settle, and adjust the accounts of S. FLANAGAN and H. B. TAFFAM, Assignees, etc., of the said estate, to report distribution of the balance, will meet the parties interested for the purpose of his appointment on TUESDAY, June 6, 1871, at 3 o'clock P. M., at his office, No. 123 S. FIFTH Street, in the city of Philadelphia.
5 26 fmw 5t L. R. FLETCHER, Auditor.

FURNITURE.

JOSEPH H. CAMPION (late Moore & Campion), WILLIAM SMITH, RICHARD R. CAMPION.

SMITH & CAMPION,
Manufacturers of
FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS,
No. 249 SOUTH THIRD Street.
Manufactory, Nos. 215 and 217 LEVANT Street, Philadelphia. 2 19

SAXON GREEN

is Brighter, will not Fade, Costs Less than any oth because it will Paint twice as much surface.
SOLD BY ALL DEALERS IN
PAINTS.

STEAM ENGINES, WITH PLAIN SLIDE valve, or cut off. Vertical, Horizontal, and Portable. Governors, Pumps, Pipes, and Valves.
GEORGE C. HOWARD,
5 m No. 17 S. EIGHTEENTH Street.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.
June 5, 1871.
Depot—THIRTEENTH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.

Reading and Allentown Way	7·30 a. m.
Harrisburg and Pottsville Express	8·30 a. m.
Philadelphia and Pottsville W. Tr'n	12·30 p. m.
Harrisburg and Pottsville Express	3·30 p. m.
Pottstown Accommodation	4·30 p. m.
Reading and Pottsville Accommodation	5·15 p. m.

ON SUNDAYS.

To Reading	8·00 a. m.
To Pottsville	3.15 p. m.

TRAINS ARRIVE.

Pottstown Accommodation	8·45 a. m.
Reading and Pottsville Accommodation	10·20 a. m.
Harrisburg and Pottsville Express	1·00 p. m.
Philadelphia and Pottsville W. Tr'n	4·30 p. m.
Harrisburg and Pottsville Express	6·15 p. m.
Harrisburg, Pottsville, and Allentown Accommodation	9·10 p. m.

ON SUNDAYS.

From Pottsville	12·35 a. m.
From Reading	7·15 p. m.

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad take 7·30 a. m., 12·30 and 4·30 p. m.

For Schwenksville and points on Perkiomen Railroad take 7·30 a. m., 12·30 and 4·30 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·30 p. m.

FARE ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY.
Leave depot, Thirteenth and Callowhill streets, For West Manayunk at 8·45 a. m. and 6·30 p. m.
Leave West Manayunk, 6·10 and 10·10 a. m.
For Belmont at 8·45 and 11·30 a. m., and 2, 4, and 6·30 P. M.
Leave Belmont at 6·24 and 10·26 a. m., 12·14 noon, 2·45 and 5·30 p. m.

SUNDAYS.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4·30, 5·40, and 6·40 P. M.

Leave Belmont, 9·25, 10·25, 11·25 a. m., 1·25, 2·25, 3·25, 4·25, 5·15, 6·15, and 7·05 p. m.

Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, and Green and Coates street cars, good on lines mentioned.

New York Express for Pittsburg and West.

Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 1·55 and 9·50 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping-cars accompany these trains through between Jersey City and Chicago without change.

Trains for New York leave Harrisburg at 40·5 and 8·10 a. m., and 2 p. m.

Additional train leaves New York for Harrisburg at 12·30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or J. E. Wooten, Assistant Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street.

Through tickets and baggage checks to all principal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co.

GERMANTOWN AND NORRISTOWN BRANCH.
Depot, Ninth and Green.
ON AND AFTER MAY 8.

TO GERMANTOWN—6, 7, 7·15, 7·35, 8·30, 9·05, 10, 11 a. m.; 12, noon; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·10, 5·45, 6, 6·30, 7, 8, 8·15, 9, 10·15, 11, 11·40, 12·30, night.

SUNDAY—7·45, 9·05 a. m.; 12·45, noon; 2·15, 4·05, 5·40; 7, 8·45, and 11·25 p. m.

FROM GERMANTOWN—6, 6·25, 6·50, 7·25, 8·05, 8·10, 8·45, 9, 9·25, 10, 11·05, 11·55 a. m.; 1, 1·55, 3, 3·30, 3·55, 4·45, 5, 5·30, 6, 6·10, 6·40, 7·10, 8, 9·05, 10, 10·30, 11·25 p. m.

SUNDAY—8·10, 9·05 a. m.; 1·05, 2·35, 3, 5·55, 6, 8·20, and 10·20 p. m.

The 8·05 and 9·25 a. m. down trains, and 2·30, 3·45, 5·05, and 5·45 up trains, will not stop on the Germantown Branch.

Passengers taking the 6·50, 7·25, 10, a m. and 5·30 and 6·40 p. m. trains from Germantown will make close connections with the trains for New York at Intersection Station.

TO CHESNUT HILL—6, 7, 7·35, 9·05, 10, 12 a. m., 2·30, 3·45, 5·05, 5·45, 7, 8, 9, 11, 11·40 p. m.

SUNDAY—7·45, 9·05 a. m., 12·45 noon, 2·15, 5·40, 7, 8·45, p. m.

FROM CHESNUT HILL—6·10, 7·10, 7·50, 8·30, 9·10, 10·50, 11·40 a. m., 1·40, 3·40, 5·45, 6·25, 6·55, 8·50, 10·15, 11·10 p. m.

Sunday—7·50, 8·45 a. m., 12·45, noon, 2·15, 5·40, 8, 10 p. m.

TO CONSHOHOCKEN AND NORRISTOWN—6·05, 7·30, 9, and 11·05 a.m., 12·05, m., 1·30, 3, 4, 4·40, 5, 5·30, 6·25, 8·05, 10·20, and 11·45 p. m.

Sunday—7·30, 9 a. m., 1·30, 3, 7·15, and 9·30 p. m.

FROM NORRISTOWN—5·30, 6·30, 7, 7·40, 8, 8·50, 11 a. m., 1, 2·30, 3·30, 4·30, 6, 6·15, 8, 10 p. m.

Sunday—7, 9 a. m., 1·15, 5, 7, 9·30 p. m.

TO MANAYUNK—6·05, 7·30, 9, 10·05, 11·05 a. m. 12·05 noon, 12·45, 1·30, 3, 4, 4·40, 5, 5·30, 6·25, 7·05, 8·05, 9·05, 10·20, 11·45 p. m.

Sunday—7·30, 8, 9, 10 a. m., 12·40 noon, 1·30, 2·10, 3, 4·45, 7·15, 9·30 p. m.

FROM MANAYUNK—6, 6·58, 7·34, 8·05, 8·22, 9·20, 10·45, 11·30 a. m., 1·28, 2·15, 3, 3·58, 5, 6·25, 6·45, 7·45, 8·30, 9·45, 10·30 p. m.

Sunday—7·30, 9, 9·30, 10·50 a.m., 30, 1·45, 3·10, 5·30, 6, 7·30, 10 p. m.

PLYMOUTH BRANCH.—Leave Philadelphia at 7·30, 11·05 a. m. and 5 p. m. Leave Oreland at 6·15, 10 a. m., and 3·30 p. m.

Sunday—Leave Philadelphia at 9 a. m. and 7·15 p. m.

Sunday—Leave Oreland at 6·30 a m. and 6·30 p. m.

The 7·40 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane.

The 8 a. m. train from Norristown stops at Conshohocken and Manayunk only.

The 5·30 and 7 a. m., and 4·50 and 6·15 p. m. down trains, and the 9 a. m. and 4, 5·30, and 6·25 p. m. up trains are the only trains that stop at Springfield.

Chester Valley Railroad—Leave Philadelphia at 4·40 p. m. Leave Downingtown at 6·40 a m.

Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1·30 p. m. Leaves Phœnixville at 12·25 and 5·20 p. m.

For points on Perkiomen Railroad leave Ninth and Green at 1·30 p. m. Returning, leave Schwenksville at 4·45 p. m., arriving at Ninth and Green at 6·50 p. m.

Passengers by 1·30 p. m. train connect at Phœnixville with train for Pottstown and Reading.

Passengers taking the 7, 7·35, and 11 a. m. and 5·30 and 6·30 p. m. trains from Ninth and Green streets will make close connection with trains for New York at Intersection.

The 9·30 a. m., 12·30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 24,
Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·25 and 10 A. M., 2·30, 7·10, and 11·20 P. M. Stops at all stations.

For West Chester at 4·45 P. M. This train stops at stations west of Media (Greenwood excepted).

For B. C. Junction, 6·50, 8·50 A. M., 12 M., and 4 and 5·30 P. M. Stops at all stations. The 5·30 P. M. will run to West Chester on Saturdays.

FOR PHILADELPHIA

From West Chester at 6·20 and 10 A. M., 2, 5, and 6·55 P. M. Stops at all stations.

From West Chester at 7·35 A. M. Stops at stations west of Media (Greenwood excepted).

From B. C. Junction at 5·25, 8·10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.

A train will leave West Chester for Philadelphia at 5 A. M. every Monday.

ON SUNDAY

Leave Philadelphia at 9 A. M. 2·30, and 6·45 P. M.
Leave West Chester at 7 A. M., 4 and 5 P. M.
H. K. SMITH, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.
EXTRA SUNDAY TRAINS.

On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Philadelphia.

Returning, will leave Philadelphia at 6¼ P. M. for West Chester. These trains stop at all stations.
May 29, 1871. H. K. SMITH, Superintendent.

WEST JERSEY RAILROADS.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8·15 A. M., Passenger for Cape May, Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·45 P. M., Accommodation for Woodbury, Glassboro, Clayton, Swedesboro, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada.

SUMMER ARRANGEMENT,
Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 a. m. (accommodation), for Fort Washington.

7·35 a. m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Auburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 a. m. (Accommodation) for Doylestown.

9·45 a. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 a. m. (Accommodation) for Fort Washington.

1·30 and 5·30 p. m. for Abington.

2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

6·30 p. m. (Accommodation) for Doylestown.

At 8·30 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4 p. m. (Accommodation) for Bethlehem.

4·30 p. m. (Mail) for Doylestown.

5·15 p. m. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·30 p. m. (Accommodation) for Lansdale.

8·15 and 11·30 p. m. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8·55 and 10·35 a. m.; 2·15, 5·20, 8·15, and 10·20 p. m.

Doylestown at 8·25 a. m., 4·45 and 6·45 p. m.

Lansdale at 7·30 a. m.

Fort Washington at 9·20 and 11·20 a. m., 3·05 and 10·00 p. m.

Abington at 2·45 and 7·00 p. m.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 a. m.

Philadelphia for Doylestown at 2·00 p. m.

Philadelphia for Fort Washington at 9·00 a m. and 6·45 p. m.

Doylestown for Philadelphia at 6·45 p. m.

Bethlehem for Philadelphia at 4·00 p. m.

Fort Washington for Philadelphia at 10·00 a. m. and 8·00 p. m.

Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
May 15, 1871. ELLIS CLARK, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays leave Philadelphia for Oxford at 8·30 A. M.; returning, leave Oxford at 3·40 P. M., stopping at all intermediate stations.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.

For Oxford at 7 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only at 2·30 P. M.

For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 4·30 and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave—

Port Deposit at 9·

CITY INTELLIGENCE.

HOLY TRINITY.

Condition of the Parish Association.

We have before us a neat pamphlet containing the annual report of the Parish Association of Holy Trinity Church for the year ending May 1, 1871. The whole number of teachers and scholars connected with the Sunday-schools and Bible classes of the church and chapel is 1761. Of these about 200 attend both the church and chapel schools. Many of the candidates confirmed this spring came from the Bible classes and schools. The contributions of the schools for missionary objects amounted to about $500. During the Christmas season, festivals on a liberal scale were given to the several schools, and during the winter two or three exhibitions, of an entertaining and amusing character, were given to the children. These various festivals, exhibitions, and entertainments cost about $600, contributed by a few members of the congregation.

The Church Sewing-school reports:—24 teachers and 220 scholars. Average attendance, 163 schoolars. 270 pieces of work were made and distributed. The Chapel Sewing-school reports:—23 teachers and 260 scholars. Average attendance, 150 scholars. 531 pieces of work were made and distributed, and one large quilt was given to the Church Home. The schools meet at the same hour every Saturday morning during the winter and spring months. Over 300 children are in regular attendance. A large night-school for boys and girls is also maintained.

A mothers' meeting has been held every Tuesday evening throughout the year, with the exception of two or three weeks in mid-summer. 51 members are on the roll, and the average attendance 19. The largest attendance on any occasion was 37. No expense has been incurred, but the following contributions have been made by the class:—Invested in coal fund, $128·50; contributed in sewing to the Episcopal Hospital, $21·37; contributed to the Children's Hospital, etc., $13.

The work of visiting the district was carried on the past season by the female teachers of the Sunday-schools, and by some of the ladies connected with the Dorcas Society. The district has been thoroughly canvassed. The Dorcas Society of the church has also been efficiently worked. The Ladies' Missionary Society held its usual meetings during the Lenten season.

The parish library has been enlarged, and now contains 1369 volumes.

Trinity chapel is reported in a very flourishing condition. New chancel furniture has been purchased during the year, and a Young People's Association formed.

The infant baptisms during the year at church and chapel were 38; the adult baptisms, 9; confirmations, 54; marriages, 10, and burials, 31.

The contributions of the parish for various objects amounted to $42,783·18, and the pew rents to $15,256·50.

CITY TRAVEL.

New Branch Line of the Union Passenger Railway Company.

The cars of the new branch line of the Union Passenger Railway Company will, it is announced, commence running to-day. The route is to be between Washington Square and Twenty-third and Columbia avenue. The cars will run up Locust to Ninth, up Ninth to Spring Garden, down Spring Garden to Seventh, up Seventh to Master, out Master to Twenty-third, up Twenty-third to the station, at the corner of Ridge and Columbia avenues. Returning, the cars leaving the station will go down Columbia avenue to Franklin street, down Franklin to Race, down Race to Seventh, and down Seventh to Washington Square, completing the circuit. Large and commodious buildings have been erected at Twenty-third street and Columbia avenue, for the cars and stables, and a complete new set of cars built, so that this line will be separate from all the other branches of the Union Company, by which it is owned. The Ridge-avenue cars run from the stables and car-house of the Ridge-avenue Company to Second and Arch streets, and this new line will reach Seventh and Chesnut, so that here are two popular lines from the business centre to the far northwestern section of the city.

THE NAZARETH HALL REUNION.—The Nazareth Hall Reunion Society will meet at Nazareth, Pa., on Friday next, June 9. As no meeting of the Alumni has been held since the dedication of the monument in June, 1868, an unusually large attendance is anticipated. In addition to the interesting ceremonies attending the meeting of old friends and schoolmates, fraught with so many recollections of school life, an event of more than ordinary importance will take place at the Nazareth Tavern. This venerable inn has attained its hundredth year, and the present proprietor intends to celebrate its centennial anniversary in an appropriate manner. The building is to be tastefully decorated with greens, and at 12 o'clock dinner is to be served to the Alumni Association, at the conclusion of which Dr. Maurice C. Jones, of Bethlehem, Pa., will read a paper prepared from facts furnished by James Henry, Esq., the Moravian historian, detailing many reminiscences that have transpired since its establishment in 1771. The committee of arrangements have provided carriages to convey the alumni from Bethlehem to Nazareth on reunion day.

THE NEW DEPOT AT GERMANTOWN.—Yesterday workmen commenced making excavations along the line of the Chestnut Hill Railroad, preparatory to the building of the new depot of the Germantown and Norristown Railroad Company. The object in working on Sunday was to enable the men to make the excavations without interruption from the numerous trains which pass that point during every day of the week. The work on the new depot will be continued, we understand, until it is completed, and the business of Germantown turned away from the Toll-gate house, which has so much interfered with the business men on Main street. The new depot at Chestnut Hill, which is on the same plan as that to be erected on Chelten avenue, is rapidly approaching completion.

A GREAT CAMP MEETING.—On the 8th inst. a Methodist camp meeting will commence at Salt Lake, Utah, under a canvas tabernacle large enough to cover 10,000 people. The different railroad lines are arranging a system of excursion tickets to and from Salt Lake City for $150, or a saving over the usual rates of $93·40. Further particulars may be obtained of J. Knowland, General Agent of the Union Central Pacific Railroad line, No. 303 Broadway, New York.

NEW INDIAN AGENT.—Wm. H. Brown is a colored man, and he is reported to have stolen, in Middle alley, last night, a suit of clothes valued at $25, from an Indian. William would make a capital Indian agent. He is out of his sphere here. He ought to be among the Cheyennes and the Kickapoos, but instead of that he is walking the streets of Philadelphia, under $400 bail by Alderman Morrow.

THE PITTSTON SUFFERERS.—The Mayor this morning received the following additional contributions:—

H.	$3
David Plough	1
Heier S. Notson	5
Coffin Colkit	100
H. D. S.	10
James, Kent, Santee & Co	50
Previously acknowledged	1190
	$1359

THE CHERRY-STREET SHOOTING.—William Kendall, the proprietor of the saloon at Eighth and Cherry streets, and who shot Frank Killacky in that vicinity at an early hour yesterday morning, surrendered himself yesterday to Lieutenant McGuffin, of the Sixth district. Kendall is in custody awaiting a hearing, which will take place this afternoon. Killacky is badly wounded.

SMITH'S ISLAND.—The Mayor this morning appointed a couple of additional special officers to look to the preservation of the king's peace at Smith's Island.

"A JOAK".—A push-cart containing a bedstead and half a stove was left this morning in front of the residence of an up-town supervisor. Was t'is "sarkasm"?

ELECTION OFFICERS.

Meeting of the Board of Aldermen in Common Council Chamber This Morning.

At 10 A. M. to-day the Board of Aldermen met in Common Council Chamber. The attendance was large. President David Beitler called the meeting to order, and Clerk Powell called the roll.

The President announced that the first business in order was the election of officers.

Alderman Carpenter renominated David Beitler for the presidency.

Alderman McMullin—We have no nominations to make.

The other nominations were thus made:—Clerk, James W. Powell; Assistant Clerk, William C. Mersin; Messengers, Joseph Riblett and Joseph C. Fuller.

Aldermen Moore and Smith were appointed tellers, when a motion was made to elect the officers by acclamation, which was agreed to, and they were so chosen.

President Beitler tendered to the board his thanks and the thanks of his associate officers for the honor conferred upon them.

Alderman Carpenter moved that a committee of five be appointed to perfect a plan by which all the canvassers could be elected at the same time. He thought that it would save the board considerable trouble—especially as it was hot weather—and the city some $2500.

Alderman McMullin—I amend by adding, "and the election officers also."

President Beitler could not see how both the election officers and canvassers could be chosen at one time.

Alderman McMullin's amendment was lost by a party vote.

The original motion was then lost, the vote being 24 in favor and 25 against.

Alderman Carpenter moved that when the Board of Alderman adjourns, it adjourns to meet on the 1st of August, at 10 o'clock in the morning. His reasons were that if these officers were selected in June, it would select them ten weeks before the time required by law, and the chances are that the board would have to meet often to correct the lists.

Alderman McMullin—"We are ready to go on now."

Alderman Carpenter—"We are not."

Alderman Kerr suggested that it would be wise to make the selections as early as possible, that the longest possible time might be given to correct the list.

Alderman Carpenter's motion was lost by a vote of 20 for and 25 against.

Another motion that the board adjourn to this day two weeks, at 3 P. M., was agreed to.

The Board then adjourned.

The following is a correct list of the members of the board:—

First Ward—Samuel Lutz, Jesse S. Bonsall.
Second Ward—Hugh Collins, James Hagen.
Third Ward—R. McCloskay, F. A. Devitt.
Fourth Ward—Geo. Moore, Wm. McMullin.
Fifth Ward—Wm. W. Dougherty, John P. Delaney, James McColgen.
Sixth Ward—J. B. Makins, Michael Quirk.
Seventh Ward—Andrew Morrow, George Patchell, William Belshaw.
Eighth Ward—J. Nichols, R. R. Smith.
Ninth Ward—David Beitler, S. P. Jones, Jr.
Tenth Ward—W. P. Hibberd, L. Godbou.
Eleventh Ward—Wilson Kerr, John H. Cahill, Wm. P. Becker.
Twelfth Ward—Wm. S. Toland, Peter Hay.
Thirteenth Ward—Charles M. Carpenter, Joseph Plankinton.
Fourteenth Ward—A. J. Boswell, J. R. Massey.
Fifteenth Ward—Charles E. Pancoast, John N. Hagey.
Sixteenth Ward—A. H. Shoemaker, A. Riddel.
Seventeenth Ward—J. Devlin, C. T. Burns.
Eighteenth Ward—Albert T. Eggleton, Luke V. Sutphin.
Nineteenth Ward—Chales Sinex, William R. Heins, William Neill.
Twentieth Ward—Francis Hood, Chalkley Kemble, Jas. I. Allison.
Twenty-first Ward—John P. Thompson, Peter Dehm.
Twenty-second Ward—Robert Thomas, Jacob Good, J. M. Waterhouse, Joshua Comly, Wm. J. Murphey.
Twenty-third Ward—Thos. Stearns, Benj. Singley, Watson Comly, Henry Brous, John Lingerman, Ross M. Knight, J. M. Thatcher, Jas. Day, Thos. Helveston, Howard Barnes, John E. Vallee, Josiah Kerper, John C. Glenn, John P. Brooks, Peter Coster.
Twenty-fourth Ward—George E. Johnson, John Alexander, Thos. H. Clark.
Twenty-fifth Ward—Owen McDonald, C. Hitchcock, John B. Gallagher.
Twenty-sixth Ward—T. Dallas, S. P. Hull.
Twenty-Seventh Ward—Chas. H. Lungren, Thomas Randall, Slater C. Taylor.
Twenty-eighth Ward—C. Meyers, Chas. K. Sorber, Joshua S. Fletcher, Thomas Helm.

INLAND NAVIGATION.

Chesapeake and Delaware Canal Company.

The annual meeting of the stockholders of the Chesapeake and Delaware Canal Company was held this morning at the office of the company, No. 417 Walnut street. J. Alexander Shriver, of Baltimore, occupied the chair. Mr. Henry V. Lesley acted in the capacity of Secretary. The following report was read:—

The stock and loan holders of the Chesapeake and Delaware Canal are hereby placed in possession of the fifty-second annual report of the president and directors of the company.

The following is a condensed statement of the financial condition of the company, made from the treasurer's balance-sheet, cash account, and exhibits, which are herewith also submitted:—

The revenue from tolls for the year ending May 31, 1871, is		$406,704·24
From all other sources		6,888·92
		413,593·26
Add cash on hand May 31, 1870		151,966·82
		$565,559·08
The expenditures for the same period are as follows:—		
For materials, all repairs, interest on funded debt, taxes, salaries of officers, wages, rents, tonnage accounts	$243,622·28	
For premium paid for gold purchased to pay interest	14,844·54	
For dividends on capital stock, June and December, 1870	112,834·50	
For damages to vessels, and other small items charged to expenses	1,170·11	
For this sum expended in purchase of funded debt of the company, to be converted into stock for dividend, as required by the terms of the mortgage, and in full for the year ending July 1, 1871	18,824·00	
Total expenditures	$391,296 33	
Add five months accrued interest	50,339·72	
		$441,636·05
Net cash in Treasurer's hands		$123,924·03

The amount thus stated as cash in the Treasurer's hands is now subject to the order of this meeting. A dividend of three per cent. out of this sum, for the last six months, clear of all taxes, is recommended. This dividend will require an appropriation of $56,422·50.

The amount of capital stock now outstanding is	$1,881,000·00
The amount of funded debt is	2,013,568·01
The contingent fund account stands as follows:—	
Securities on hand July 1, 1862, to credit of this fund	$20,000·00
Securities purchased since July 1, 1862, to date	96,260·00
Cash on hand May 31, 1871	1,329·31
	$117,589·31

Three sets of new lock gates have been constructed during the past year, to take the place of the old ones, which had been in use for fifteen years, and the locks have been otherwise improved and repaired. The machinery for raising water for the upper level, having received the usual and necessary repairs during the past winter, is now in the best working order, and the canal as a whole is capable of passing safely and satisfactory the large trade which it now enjoys.

The suggestions made in the last annual report, in relation to the removal of the waste earth from the sides of the deep cut and the prevention of slides, were acted on during the past year, in accordance with the plan therein proposed, with the good results then anticipated. The same course will be pursued for the ensuing year, and should be continued as the revenues of the canal may allow until all danger of serious slides shall be obviated.

After the election of the following officers the meeting adjourned:—

President—Andrew C. Gray.

Directors—Samuel W. Jones, George Cadwalader, Joseph Jones, J. F. Fisher, John Bohlen, William Harmar, H. Pratt McKean, J. F. Gilpin, T. A. Biddle, I. V. Williamson, Isaac Ford, Charles H. Hutchinson, Edwin Swift, and David Scull.

WIFE-BEATER.—John Douglass, living at No. 1814 Pemberton street, is under $400 bail by Alderman Dallas for beating his wife yesterday.

PORT WARDENS.

Annual Meeting of the Board for Organization.

At noon to-day the annual meeting of the Board of Port Wardens was held at the rooms, No. 115 Walnut street.

Mr. George W. Hacker moved that Gideon Clark take the chair, which that gentleman did.

The credentials of the following new members were read:—John J. Kersey, Robert Greer, John K. Lee, M. D., Ludlam Matthews, Preston Brearley, Jacob Walker, Galloway C. Morris, and George Truman.

E. Harper Jeffries, President last year, was renominated for the same office by Mr. Hacker. Upon his name being announced the nominations were closed.

Mr. Jeffries was elected almost unanimously.

Messrs. Hacker and Brearley were appointed to escort the gentleman to the chair.

The President then made a neat speech, in which he first welcomed the new members to the board, and then defined their duties, thus:—Keep all vessels from anchoring in the channel of the rivers, thereby giving to all a free passage; remove all obstructions in the rivers Delaware and Schuylkill, such as sunken vessels or encroachments of any kind; see that all docks shall be kept dredged to a sufficient depth, so that vessels can lay in safety at the wharves to discharge and receive their cargoes; visit and make a thorough examination of all localities when application is made to build or extend wharves; to regulate the building of the same, with such lines as may be prescribed by this board for the benefit of the port, and from encroaching upon the adjoining property or into the channel-way of the river; examine all applicants to pilot on the Delaware bay and river; if found competent, to give them a certificate of grade; make rules and regulations to govern them, holding them responsible for negligence or carelessness of duty, and requiring them to cruise out to sea in search of vessels destined for this port that may require their services; for protection of all engaged in the commerce of the port; arbitrate in all matters of complaints or disputes between masters of vessels and others; against a pilot for neglect of duty, exorbitant charges, etc.; for the protection of all concerned in the matter of colliding of vessels passing to and fro in our rivers, thereby saving expense and delays to all parties; notify the public through the newspapers each day of the arrivals and departures of vessels at this port; and for the general supervision of the rivers and the piers in front of the city for the purpose of facilitating and promoting the interests of commerce. These are some of the duties that are exacted from the members of the board. The receipts of the office from April, 1870, to April, 1871, inclusive, amounted to $1303·75, payable to the City Treasurer in monthly payments.

The minutes of the last meeting were read and approved.

The Harbor Master is the executive officer of this board.

Mr. Van Horn, Chairman of the Committee on Horseshoe Shoals, said he had hoped to present to the board a communication from the Government Survey Department, but unfortunately it had not arrived.

Mr. Hill offered the following:—

Whereas, So as to secure full official statistics for the port of Philadelphia of the arrival and departure of all vessels;

And whereas, The ship Mary Warren, from Calcutta, and the brig Eugene, from Palermo, are two of the many arrivals "not" reported at the office of the Board of Port Wardens;

And whereas, One of the departments at Washington have asked of this board a report of the arrival of vessels at this port of Philadelphia, which it was impossible to give them accurately owing to the defective laws which we cannot enforce;

And whereas, The cities of Boston, New York, and Baltimore, by their excellent laws and regulations could furnish all necessary information to the National Government. Therfore be it

Resolved, That it being impossible to obtain a correct report of all the arrivals and departures of vessels at the port of Philadelphia, this board earnestly urge his Excellency to sign the bill No. 1005, as passed by both houtes of the Legislature.

The preamble and resolutions were adopted.

The board confirmed the new wharf line as established by Councils about League Island.

The new committees were announced as follows:—

Finance—T. B. Beck, Jacob Walker, J. J. Kersey.
Docks—Geo. W. Hacker, Wm. M. Greiner, Ludlam Matthews.
Chester—Geo. Derbyshire, P. Brearley, Dr. J. K. Lee.
Pilot—S. J. Christian, Chas. C. Van Horn, Galloway C. Morris.
Councils—F. C. Hill, George Truman, Robert Greer.
Bristol—Richard H. Morris, William Camp, Sr., Prelten Brearley.
Horseshoe Shoals—John J. Kersey, in the place of John Everman.

The board then adjourned.

REVENGEFUL.—Charles Smith, the conductor of a car on the Union Line, on Saturday night last ejected August Warner, who was drunk, and disposed to be riotous. Warner held his peace, and got off quietly enough, but when he reached the street he waltzed around for a paving stone, and succeeded in finding one. He then took the missile, threw it through the car window, mashed the latter to fragments, and bounded in violent concussion against the ribs of the conductor. A policeman was here called upon and Warner was arrested. Alderman Bonsall held him in bail.

FELONIOUS.—Roger Whipp is a boy who lives at Seventeenth and South streets, and Thomas Wharton, another individual of the same age and character, resides at Eighteenth and Naudain streets. These boys were charged before Alderman Dallas with entering a house on Moutrose street, near Eighteenth, on Saturday night, with felonious intent. The occupant of the same caught them skulking about the yard, and conjecturing they were there with designs upon his pigeon-coop, he took them into custody. The lads have been each placed under bail.

AN IMPETUOUS FEMALE.—The feelings of Officer Toland, of the Sixth district, were shocked last night by a female named Elizabeth Hughes, at Ninth and Vine streets. She was drunk and riotous, and she indulged in such an amount of blue blazes profanity that really the officer could not stand it. Miss Elizabeth also made a dash at the policeman, and this act induced him to take her in custody. She was locked up until she became sober and was then sent about her business.

LARCENY OF A WATCH.—Robert Elder and Alexander Cole were out together last night taking a drop or two. The latter mysteriously lost his watch, and he charged the larceny of the same upon Robert, who was accordingly placed under arrest. Robert was before Alderman Dallas, and has been held in $600 bail. He lives at Eighteenth and Annin streets. The missing time-piece is valued by its owner at $25.

BLACK CATTLE THIEF.—John Boyd is under $400 bail by Alderman Randall for trying to steal a small drove of small hogs from a field at Forty-third and Chesnut yesterday. The pigs were small and their number seven, and John, when captured, was driving them down the road. Boyd is no novice at the business. He stole a cow from a farmer in the Neck some time ago.

UNKIND TREATMENT.—William M. Patton, who resides at No. 752 South Eighteenth street, got drunk yesterday, went home, abused his wife, used threatening language, and would, no doubt, have proceeded to violent measures had he not been arrested. He is now perspiring within the halls of Moyamensing, having been sent there by Alderman Dallas.

COAT THIEF.—Officer Blaes, of the Seventh district, yesterday afternoon arrested in Vine street, near Fourth, H. Peterson, alias William Henry, upon the charge of stealing three coats from a beer saloon on Vine street, near Third. When taken in custody Peterson had one of the articles on. Alderman Toland held the accused in $1000 bail.

A QUICK PASSAGE.—The steamship Juniata, Captain P. F. Hoxie, arrived at this port yesterday, having made the run from Havana in three days and twenty-one hours, being the shortest passage on record. The Juniata brought a full cargo and over fifty passengers.

INQUESTS.

The Coroner's Examination in the Cases of Mary E. Dorsey and George J. Green—The Testimony.

Deputy Coroner Sees, at 11 o'clock this morning, held an investigation in the case of a child, Mary E. Dorsey, who was run over by a wagon on May 15, on Third street near Gaskill, and afterward, died from the effects of the injuries then received. The following testimony was elicited:—

Mrs. M. A. Cooper, residing No. 411 S. Third street, sworn—Saw the child fall under the wheels of the wagon in Gaskill street at Third; I was in Lombard street at the time; it was a long wagon and had barrels in it; think it had the name of a ferry on it; ran up to see if I knew the child.

John Wehihous sworn—Reside at No. 905 South Fifth street; did not see the child until after it was run over; saw the wagon going up the street fast before the accident.

Frederick Ferrill, residing at No. 330 Gaskill street, sworn—Saw the little girl run out of the crowd and run up the track, which was kept clear for the procession; saw the wagon coming up at a trot; the front horse struck the girl and knocked her down, when the wheel ran over her; the wagon was numbered 927, and was loaded with either flour or sugar; the driver was sitting on the right side of the seat, the side the girl was on, and he could certainly have seen her; after she was knocked down I think if the driver had pulled sharp to the left, she would not have been run over; the driver did not wait to see if the child was injured; the wagon stopped until the child was taken out, and then started off at a round trot.

William Berry sworn—Was in the part of the procession which was forming when the accident took place; the driver was driving at a very fast rate; know the driver well; it was about about half-past eight in the morning; the girl was dragged some two or three yards.

Benjamin Dickenson, a boy, sworn—Testified that he was riding on the wagon with the driver; one of the men in the procession pushed the little girl out of the crowd, and she ran across the street in front of the wagon, when the horse kicked her, and she was run over: the driver had just started his horses, and he stopped the wagon before both wheels went over her; he put on the brakes at once; some of the crowd told the driver to drive on, and some told him to stop; he drove on slowly.

Dr. Morris Longstreet, a physician in the Pennsylvania Hospital, affirmed—Attended the child when it was brought to the hospital; the child was obliged to have its limb amputated; Dr. Hewson performed the operation; the child died on Friday last from the effects of the accident.

The jury, after a short deliberation, agreed upon the following verdict:—

"That the deceased came to her death from injuries accidentally received by being run over by a wagon driven by Lawrence Quinlan, on Monday, the 15th of May, 1871, on Third street, near Gaskill."

The driver of the wagon was then discharged.

The Deputy Coroner at 12 o'clock also held an inquest in the case of George J. Green, who came to his death on Friday night last. Green had had some words with a companion named Clark on Front street, near Meade alley. Clark struck Green a blow with a stone, knocking him down. Green in falling struck against a barrel and killed himself.

The following is the testimony:—

John Warne sworn—I saw the two men wrestling in the street; did not think that they were fighting; I helped to pick them up when they fell; Green fell underneath and his head struck the cobble stones; the men had been drinking; Green fell on his face, and his face was covered with mud when he got up; Green was alive when he was picked up.

William Heims sworn—Saw the men fighting; saw them fall and jheiped to pick them up; Green was pretty drunk, did not hear them talking together before the fall; they were not fighting more than a minute before they fell; they fell into the street, not on the pavement; the street was paved with cobble stones and was very uneven; they were both in the oystering business.

James Leeds sworn—Did not see the men knocked down, only saw them helping them up; saw Green a few minutes before in the street, but he was not fighting then; knew both of the men; they were always good friends to each other and were peaceable men; have been on voyages with them.

John Curry sworn—Saw the occurrence; was sitting alongside of Clark on a cellar-door when it first commenced; Clark went up the street and met Green; I looked down the street for a minute, and when I looked back Green was lying in the street; they did not say a word to each other; I had been drinking all night, and did not take much notice of what was going on; Clark told me before that he had been discharged from the crew because Green would not fish in the same skiff with him; he did not make any threats against Green; after the men fell, Clark showed me his hand, and said he had hurt it, and had lost a stone out of his ring.

Dennis Donahue was walking with Green before the occurrence, but left him just before he was picked up in the street; saw Clark kick Green one time after he was down.

Edwin Phillips saw the two men catch hold of each other to wrestle; there was a whole crowd there, all cutting up and skylarking; when Clark got up somebody said that Green was hurt; saw no kicks or blows; was looking at them all the time; Clark could not have kicked him without my seeing it; Green had some bruises before that on his face; we were all about half drunk and felt lively.

John Ward recalled—Did not see any kicks; was looking at the men all the time.

Dr. Shapleigh sworn—Made the post-mortem examination on the body of Green; I found blood about the nose, eyes, and face; there were slight irregular scratches under the right ear, and the flesh was somewhat bruised about them; there were two bruises on the forehead running into each other; these were two inches apart; they extended downwards to the nose from the projection of the forehead; there was a small abrasion on the tip of the nose, and a very small bruise on the right side, on the top of the head, over the anterior superior angle of the left parietal bone, and a very small bruise on the right side of the chin. There were no fractures of the bones. The blood-vessels of the brain were greatly engorged. The bruises were not of a very severe character. Such injuries would not ordinarily cause death. The jar which the brain received was the probable cause of the hemorrhage.

CITY DRAINAGE.

Meeting of the Board of Surveys—Sewers to be Constructed.

The Board of Surveys held its regular semi-monthly meeting to-day at noon, with Strickland Kneas, President, in the chair.

The construction of the following three feet sewers was recommended:—On Vienna street, between Frankford road and Memphis street; on Hale street, between Columbia and Montgomery avenues; on Second street, between Cumberland and York, and on Bodine street, from Susquehanna avenue to Diamond, and along Diamond to west side of American street. An eight-inch pipe, at private expense, was authorized on Harvey street, between Germantown avenue and Adams street.

A communication was received from the Board of Health in reference to a sewer on Sewer street.

A communication, signed by a large number of citizens in relation to the straightening and widening of Thirty-fourth street in the Twenty-fourth ward, was disposed of by the adoption of a resolution modifying the ordinance of Councils of October 1, 1870, so that the width of the said Thirty-fourth street be 60 feet instead of 70 between Bridge and Sycamore streets. This is to avoid encroachments on certain properties, and to prevent the necessity of their arrival.

The plan for the revision of the grade of Broad street, between Germantown avenue and Fisher's lane, was approved.

SAVED TWO BOYS FROM DROWNING.—A little boy became exhausted while bathing at Poplar street wharf on Saturday last. Another lad about the same age, seeing the plight his friend was in, jumped overboard to rescue him, when the former boy clinched him, and the pair sank beneath the water's surface. A gentleman named Mr. Charles Piper, seeing that both boys would be undoubtedly drowned, plunged into the water, and with extreme difficulty he succeeded in getting the lads on dry earth. The Cohocksink creek pours its black and filthy waters into the Delaware at this point, and the unpleasantness of the task of the gentleman may well be imagined. He was well-nigh exhausted himself, as in his exertions he swallowed several doses of the nasty fluid.

BATTEAU RUN DOWN.—The schooner Jesse Allen ran down a batteau containing eight boys in the Delaware, opposite the Kensington Water Works, on Saturday last. The boat was capsized, and all the lads thrown into the water. Crew No. 1 of the Delaware Harbor police went to their assistance, and succeeded in rescuing them. Some of the boys were much exhausted when taken from the water. They lost considerable clothing.

COLORED ODD FELLOWS.—About 12 o'clock to-day a large delegation of colored Odd Fellows, comprising the Terry Lodge No. 900, of New York, and Princeton Lodge, No. 366, of Princeton, arrived at Walnut street wharf and marched through the principal streets, headed by an excellent band.

ACADEMY OF FINE ARTS.

Annual Meeting of the Stockholders.

The annual meeting of the stockholders of the Pennsylvania Academy of Fine Arts was held at noon to-day at the office of the Philadelphia Savings Fund Society, Mr. William Struthers in the chair. The annual report was presented. It stated that the Board of Directors had purchased property on South Penn Square for the purpose of erecting a new academy, but owing to the proposed occupancy of the Penn Squares by the public buildings, the site was abandoned, and a lot purchased at the southwest corner of Broad and Cherry streets, on which it is proposed to construct a large and suitable building. This lot has a front of 100 feet and a depth of 260 feet. Previous to this purchase a proposition was made to transfer the Academy to Fairmount Park, but owing to its inaccessibility it was abandoned. The properties purchased on Chesnut street and Penn Square have been ordered to be sold. They cost in the aggregate $92,500, on which cash payments have been made amounting to $67 500, leaving on mortgage the sum of $25,000. The financial condition of the Academy is as follows:—

Cost of the lot at Broad and Cherry streets		$95,000
" " on Chesnut street		55,000
" lots on South Penn Square		37,500
Total		$187,500
Paid on the Steel lot	$29,000	
" " Chesnut street lot	30,000	
" " South Penn Square lots	37,500	
Total	$87,500	
Still due		$100,000
The assets of the institution are:—		
Property at the southwest corner of Broad and Cherry streets	$95,000	
Property on Chesnut street	55,000	
" South Penn Square	37,500	
Total real estate	$187,500	
Bond and mortgage of R. Fox	60,000	
Total assets		$247,500
Deduct incumbrances, consisting of mortgage on the Broad street property	$75,000	
Deduct mortgage on the Chesnut street property	25,000	
		$100,000
Net balance		$147,500
Deduct loan made by the Treasurer of the United States Sanitary Commission		2,000
Total		$145,500

To meet probable loss on real estate, interest, and taxes, it is proposed to borrow on mortgage on one of the South Penn Square properties the sum of $6000. The Chesnut street and South Penn Square properties are rented at $2400 per annum. The sum of $1000 is in the hands of the treasurer, being a contribution towards the erection of new galleries. The following named gentlemen were elected officers for the ensuing year:—

President—Caleb Cope.

Directors—George S. Pepper, Wm. Struthers, A. May Stevenson, James L. Claghorn, J. Gillingham Fell, Alfred D. Jessup, John Sartain, John Bohlen, Henry C. Gibson, Henry G. Morris, Fairman Rogers, Clarence H. Clark.

It is evident that THE TELEGRAPH is not popular with the directors, for while the meeting was in progress, one of them expressed the hope that no reporters of THE TELEGRAPH were present.

Whereupon two elderly gentlemen dilated upon the enormity of a recent editorial in this paper, exclaiming:—"It is an outrage, a great outrage, that *such* a society of gentlemen as we are should be accused by THE TELEGRAPH with having attempted to swamp the School of Design. But we know who wrote that editorial! It was Braidwood, the superintendent!"

Whereupon they relapsed into a moody silence, which was occasionally broken by muttered exclamations of "Shame!" "Shame!"

DARING.

Persistent Thieving on North Ninth Street—Incendiary Attempts—Six Places Entered.

Thieves and incendiaries were quite active on North Ninth street on Friday night last. The office of Moorhead's terra-cotta works, on Ninth street, above Girard avenue, was broken into, and, after failing to steal anything, the thieves attempted to burn down the place. A large quantity of singed and half-burnt paper was discovered in the office.

The coal office of Charles R. Raush, at No. 1316 North Ninth street, was broken into about the same time, evidently by the same parties, and here, also, failing to secure anything of any great value, the scoundrels made an attempt to burn the establishment. The drawers were ransacked and the papers and bill-heads scattered about.

The thieves then took from a pin an overcoat, and stuffing its sleeves with paper and matches, set fire to it. The coat was consumed, and also burned one-half of a writing-desk, when the fire was discovered and extinguished. These two cases of incendiarism are undergoing investigation by Assistant Fire Marshal Randall.

On Saturday night Conrad's coal office, at the northwest corner of Ninth and Master streets, was entered, the place ransacked, papers torn, etc., but the thieves secured nothing.

These operations were repeated at the coal office of J. C. Hancock, opposite. Nothing was obtained.

The office of the terra-cotta establishment of P. Gullinger, on Ninth street, above Oxford, was also broken open and ransacked, and finally the coal office of Messrs. Glassner & Co., at No. 1326 N. Ninth street, was similarly treated.

MUSIC ON NORRIS SQUARE.—We have spoken elsewhere of the opening of Norris Square, at the corner of Howard and Diamond streets, in the Nineteenth ward. The Twilight, Edwin Forrest, Ellsworth, and Friendship serenade bands have agreed to attend, by which music will be furnished each evening. These young gentlemen do this voluntarily. A large platform has been erected, and the Twilight Band will inaugurate the season by furnishing music at three o'clock this afternoon. To-night the Edwin Forrest Band will perform. The square is reached by the Second and Third, Fifth and Sixth, and Union Passenger lines.

THE PEANUT AND ORGAN GRINDERS' ASSOCIATION.—The theatre-goers have cause for alarm. To-day there is a famine in the peanut market. And why? some may ask. Simply because the peanut venders are off on a jollification to the Falls of the Schuylkill. They are going to have a picnic there, and Philadelphia is deserted. Those greasy Italians, who each day of the week, early and late, concentrate all their immense genius in roasting chesnuts, cracking shellbarks, and disposing of peanuts (roasted) at five cents a pint, have organized a society. The society has raked in all the organ-grinders, and this morning they marched down Chesnut street with band playing and banners streaming. Each individual, in all the glory of flaming necktie and resplendent sash, carried in his hand (how poetical!) a bouquet of flowers. We did not see any organs with their their monkeys, but we saw a good many monkeys with their organs.

FOUND DEAD.—The Coroner has been notified to hold an inquest in the case of a child three months old, found dead this morning in bed at No. 1218 Brinton street.

BEAT AN OFFICER.—John Jackson, a colored man, is under $1000 bail by Alderman Devitt for assaulting at Seventh and St. Mary streets, last night, a police officer of the Fifth district.

MARKET STREET ROBBERY.—Some time during last night thieves entered the store No. 429 Market street, and robbed it of $300 worth of silk ribbons, hosiery, etc.

BOY DROWNED.—Millward Harrison, a lad of twelve years, was drowned last night at Falls lane, opposite the Schutzen Park. The Coroner has been notified.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand. FARR & BROTHER, Makers, No. 324 CHESNUT Street, below Fourth.

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EPHRATA MT. SPRINGS.—THIS DELIGHTFUL SUMMER RESORT WILL BE OPEN for the Reception of Guests on June 15. For particulars, address

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Just received, by the Flora Hulburt, from London,